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SOUTH OF THE THAMES

INTERIOR OF THE HALL OF ELTHAM PALACE

From an engraving published in 1804.

LONDON

SOUTH OF THE THAMES

BY

SIR WALTER BESANT

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PREFACE

With this third volume of the topographical section Sir Walter Besant's Great Survey of London is concluded. The whole work is comprised in ten volumes, the first seven of which are historical, tracing the wonderful story of London from the earliest times up to the end of the nineteenth century.

Ten years after the regrettable death of the modern historian of London his immense undertaking has been finished, and the publishers and the editors feel no little satisfaction in seeing the realisation of the great scheme to which Sir Walter devoted many years of enthusiastic labour.

The great piles of MS. and the vast collection of prints, maps, photographs, and cuttings left by Sir Walter have now been converted into some 4700 quarto pages, copiously illustrated. By looking through the ten volumes in chronological order, the astounding growth of London from a prehistoric village surrounded by the wide marshes of the untutored Thames, to the vast city which has expanded all over those swamps, one seems to be seated upon Mr. Wells's Time Machine and able to watch the successive changes taking place epoch by epoch.

The present volume consists of historical chapters written by Sir Walter Besant and a street-to-street perambulation by Mr. J. C. Geikie, who was given by Sir Walter the task of recording the actual condition of every street and building of South London within the area of control of the London County Council. It should be borne in mind that the survey was made at the beginning of this century, and that the changes which have taken place in the last decade are ignored, as Sir Walter's scheme was to make his monumental survey a record of London at the commencement of the twentieth century.

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CHAPTER I

HISTORIC SOUTH LONDON

THE history of nearly all the districts in South London is the same. We may except Greenwich, Deptford, and Woolwich, which have been towns for many years. At the beginning of the nineteenth century such places as Streatham, Eltham, and Penge were entirely rural. These villages, with their orchards, their meadows, their woods, and their wild heaths, were really lovely. When South London was built over, one of the most truly charming parts of the country was destroyed. Nothing of the old loveliness is left. It was early in the eighteenth century that the more wealthy merchants of London began to acquire land and to build stately mansions among these villages of the south. The improvements of the roads enabled them to drive in and out of town with ease; the journey from Dulwich or from Sydenham with a pair of good horses along a smooth road took no more time, from door to door, than it now takes by rail, when we consider the walk to and from the station, the waiting for the train, and the frequent delays of the suburban line. The younger men rode in and out. And in every street of the city there stood the men in red jackets waiting for the job of taking the horses to the stables.

These mansions in no way destroyed the rural charm of these villages. But the suburban omnibus began. Then along every road began to rise the villa for the City man of small income. The villages of Kennington and Stockwell were united by lines of houses; the gardens were cut up into new roads. Even in the 'fifties Kennington and Stockwell were already joined by a line of terraces; large and handsome villas stood along the Clapham Road; there were fields between the Kennington Road and Vauxhall, and all that part known as Loughborough Road was still covered with fields.

The houses at this time were not creeping out along the roads, they were growing up in the villages. The older residents of Sydenham regarded with some contempt the new-comers, but still they came; and when the railways made places ten miles out as convenient and easy of access as had been those three or four miles out in the times of the omnibus, then the suburbs nearer town began to lose their former status and the better class removed farther out of London.

1

Brixton is now a great and crowded town, it is a centre, it has its town hall, it has its theatre, it has its boulevard, it has its covered arcade, yet it is but a daughter of the City, and by day the men are few who walk about its streets.

Before we enter upon the perambulation of these suburbs it will be well to pass in review briefly the association, historical or literary, of the larger divisions or districts on the map.

There were formerly commons at Lambeth, Stockwell, and Kennington. That

CLAPHAM COMMON IN THE EIGHTEENTH CENTURY

of Kennington is now preserved as a small park; the others have disappeared. Clapham Common is the first of the old commons which is reached on the way south.

Clapham, with Tooting Graveney, Streatham, Wandsworth, and Putney, is included for purposes of Local Government in Wandsworth. Clapham itself was one of the earliest of the resorts of the wealthy City merchants. Their houses stood round the common; many of them are still to be seen there, but the old gardens are for the most part gone. It is a very ancient village, supposed to be named after Clapa, at whose daughter's marriage King Hardacnut fell down in a fit. But the name Clappenham is found much earlier, while in Domesday Book it is Clopeham. The common, of 220 acres, was planted and perhaps drained by one

Christopher Baldwin in 1722. It has been a good deal changed of late years. Formerly it was a wild and beautiful heath with pretty ponds, and covered with gorse. It has now become too much like a park, owing to the ignorance of the authorities, who seem unable to discern any difference between a heath and a park. It was probably on this open heath that the usurper Allectus engaged with the Romans and was defeated and killed. If so, it is the only event in history which belongs to Clapham. Here, however, have lived many distinguished men of letters, science, and politics, including Henry Cavendish the chemist, Dr. Gauden, Bishop of Exeter, Sir Duncan Gauden, and William Wilberforce, all of whom are mentioned in connection with the houses they occupied in the detailed account of Clapham.

Wandsworth, formerly Wandelsorde, situated on the little river Wandle. The common, some of which still exists, was formerly a wide and beautiful expanse larger than that of Clapham, which it concluded on one side, while it reached as far as Putney Heath on the other. It was famous for its Black Lake, in which were very fine pike. But encroachments and buildings have greatly diminished its area. Wandsworth had formerly a settlement of Dutch, who carried on the manufacture of brass plates, kettles, and other metal ware. Here came also a settlement of French Protestants, for whom there was service in French every Sunday in the Presbyterian Chapel. They had a burial-ground, which still remains with the tombstones and the French names. Wandsworth was the birthplace of Alderman Henry Smith, who in 1620, having arrived at seventy-two years of age and having neither wife nor children, made over the whole of his estates to charitable purposes.

Not far from Wandsworth on the south-west is the village of Garratt. The little place was remarkable, during forty years at least, for an annual burlesque election of a Mayor. At this ceremony the people of London assisted by tens of thousands; the thing was kept up by the publicans, and was an occasion for any amount of drinking and merriment. The best known of the Garratt mayors was a fellow named Dunstan, a dealer in old wigs, who called himself Sir Jeffrey and spoke of his daughter as Lady Ann after she married a dustman. The thing died out in the year 1787. An excellent history of the Garratt election may be found in Chambers's *Book of Days.*

Tooting and Tooting Graveney have commons which adjoin each other, forming an area of nearly 200 acres. The pious labours of Morden, historian, of Tooting Graveney, have recorded the principal residents in this village. Among them are the following:—Sir James Bateman, Sheriff, d. 1718. Sir William Bolton, Sheriff and Mayor (1666-67); see *Pepys's Diary*, December 3, 1667. Sir Philip Dymoke, d. 1455. Sir Thomas Dymoke, beheaded 1471. Sir Robert Dymoke, d. 1546. Sir Edward Dymoke, champion at the coronations of Edward VI., Mary, and Elizabeth. Sir John Heldon, d. 1676; Russia merchant; twice envoy to the Czar. Sir John Maynard, d. 1658; son of Sir Henry, secretary to Lord

Burleigh. Lord North and Grey, d. 1690. William Venables, Alderman, Sheriff, and Mayor, d. 1840. Samuel Plumbe, Lord Mayor, 1779, d. 1784.

He [Plumbe] possessed nearly as much avarice as old Elves or the son of Bernard. In his Mayoralty he made use of the long-tubed fumigating bellows of his gardener to blow out the candles in the ball-room at the Mansion House when he thought the young folks had had dancing enough; nor could the entreaties of his only daughter prevent this ludicrous exposition. His answer was, however, paternal: "A'nt it all for to make you good weight?" (*History of Tooting Graveney*, pp. 291-292).

There were many clergymen and Nonconformist ministers at this village. Among them were Dr. Oldfield, Dr. Henry Miles, Dr. Samuel Lisle, and James Bowden and Dr. Anderson (d. 1895). Defoe is also reported to have been a resident of Tooting Graveney, but there seems no proof of this.

The name of Tooting is derived from that of the Saxon family of Totinges. The manor of Tooting Beck was formerly held by the Abbot of St. Mary de Bec. It was assigned to an alien Priory, that of Okebourne, Wiltshire, a cell of the Abbey of Bec. When Henry V. confiscated the Alien Houses he gave this manor to his brother, John Plantagenet. After his death it went to Eton College, was taken over by Edward IV., and given to the Bishop of Durham for life. On his death it was granted to the Guild of Allhallows, Barking. In 1553 it came into the possession of the Earl of Warwick, and so on. The last occupant of the manor-house was the 7th Earl of Coventry, who pulled it down at the end of the eighteenth century. Close by, on the east side, was Leigham Manor, also belonging to a Religious House, viz. Bermondsey Abbey. This place belonged at one time to Lord Thurlow. Balham, another manor, belonged also to the Abbey of Bec. On Streatham Common was a spring, the medicinal properties of which at one time rivalled those of Epsom on the south and Hampstead on the north. Here was the residence of Henry Thrale, at which Johnson was a frequent and an honoured visitor. The house was taken down in 1863. Sir Joshua Reynolds painted a series of portraits, twenty-four in number, of Thrale's guests. They included Johnson, Goldsmith, Burke, Garrick, and others. This gallery was dispersed in 1816.

Putney was formerly Puttenheth, as Stepney was Stebbenheth. Here was a ferry. There was also a fishery of considerable importance down to 1810 and after. In 1647 the Parliamentary forces occupied Putney. Fairfax, Cromwell, Ireton, and Fleetwood were lodged at different houses. They met and held council in the church. Famous duels were fought on Putney Heath, and as late as 1809 Lord Castlereagh shot George Canning in the thigh. The bowling-green of Putney was long famous while that game was to the citizens of London what the game of golf has now become. On the east of Streatham and Tooting lie the group of Dulwich, Penge, Norwood, and Sydenham.

Norwood, which retained much of its old forest into the nineteenth century, was formerly the haunt of gipsies. They received in the woods the people who

came to consult them about their fate or fortune. Here, at Knights' Hill, Lord Thurlow built a house which he never inhabited. An attempt was made in 1831 to create a spa here by means of a spring impregnated with sulphate of magnesia. The place is now little better than a crowded town.

Penge was formerly nothing but Penge Common and Penge Wood. The hanging woods of Penge were most lovely in spring and in autumn. Horn, in 1825, laments the approaching destruction of the woods.

Sydenham also had its spring of medicinal water, warranted to cure scrofulous and scorbutic disorders. The water was recommended by John Peter, physician, in 1681. Evelyn, too, mentions the Sydenham Wells. The spring was on the common, now, like that of Penge, built over. Thomas Campbell the poet came to live at Sydenham in 1804, and continued to live there for sixteen years. He wrote *Gertrude of Wyoming* and other poems at Sydenham. The Crystal Palace is always said to be at Sydenham. It belongs in reality to Penge.

Dulwich, which for a long time retained its rural character, though that is nearly all gone now, is famous for its College, that beautiful home founded by Alleyne. It will be found described later on.

Lewisham, like Balham and Tooting, was a manor held by an alien house. It was given in the year 900 by Ælthruda, niece of Alfred, to the Abbey of St. Peter in Ghent. Henry V. gave it, 500 years later, to the Priory of Sheen. After the Dissolution it fell into the possession of Lord Seymour, the Duke of Northumberland, Sir Ambrose Dudley, the Earl of Holderness, and finally, in 1664, to Admiral George Legge, Baron Dartmouth. The manor still belongs to this family. There appear to have been no residents of importance at Lewisham. Rocque's map of all this part represents a country of hill and forest which must have been most beautiful. In the land lying south-east of Lewisham, the only rural part of the County Council area, there are woods here and there among the fields and farms. These have now vanished, and although there are as yet few buildings in this corner of the County Council domain, the former beauty has departed.

Eltham, were it not that the builder has been here, would be one of the most interesting spots near London. Its very name denotes its antiquity. It is the "old village." The manor belonged to Edward the Confessor; to Bishop Odo; to Anthony Bec, Bishop of Durham; to Lord Vesci; to Geoffrey le Scrope of Masham; to Queen Isabella, and to the Crown. Henry III. came here often; once he kept his Christmas here; this means that he received and entertained here the whole of his Court and his principal nobles with their following. Edward II. lived here; in this house his son, John of Eltham, was born; Edward III. was here often; Richard II. took delight in the pleasantness of the place; it was a favourite place of Henry IV., and indeed of all the kings until Henry VIII. had completed Greenwich, when he went there. But Eltham was maintained as a palace till the

Commonwealth. Among the residents of Eltham were the Earl of Essex, who died here, September 13, 1646; George Horne, Bishop of Norwich (d. 1792); Thomas Doggett, founder of the "Doggett coat and silver badge" rowed for annually on August 1, the anniversary of the accession of George I.; Margaret Roper, daughter of Sir Thomas More; Vandyck the painter; John Lilburne, who died here; and James Sherard, the botanist.

Plumstead and Woolwich are on the lower levels. The Plumstead Marshes, not yet built over, cover a very wide extent of ground. Like those on the north of the Thames, they were protected by a river-wall. It was built, as reported, by the monks of Lesnes Abbey. The wall was frequently damaged; in 1527 it was so much broken down that the whole marsh of 2000 acres was laid under water, and so continued for thirty-six years. The drowned land was partly reclaimed by an Italian named Giacomo Aconzio. In two years he reclaimed 680 acres; he then died; the work was carried on, and by 1587, 1000 acres more had been recovered; the remainder being got in soon after 1606, when an Act was passed for its recovery.

Woolwich, now so busy a place, was, until the erection of the Dockyard, but a small fishing village built where the ground sloped up from the river.

Charlton, the "husbandman's" town, stood on the high ground. It was one of the many manors given by William the Conqueror to his half-brother Odo. It became subsequently the property of Bermondsey Abbey, and has since passed through many hands. Charlton was famous for its fair—Horn Fair—at which all the rabble of London assembled on St. Luke's Day, October 18. It was abolished in 1872.

These are the principal features of South London. Of the towns of Greenwich and Deptford and the present condition of the buildings and streets in the semi-rural districts we shall speak in the perambulation.

CHAPTER II

SOUTHWARK

Let us take the piece of land enclosed by the course of the river between Wandsworth and Blackheath, and by a line drawn from one to the other. This line will be parallel to and will run very near the line of low cliffs which formerly rose up here, the boundary and the southern limit of the vast marsh included by the river. This marsh was submerged at every high tide; it was overgrown with coarse herbage and with reeds; it was the home of countless wild-fowl; at low water many streams passed through it, such as the Wandle, the Falcon, the Effra, and the Ravensbourne, to give them their more modern names. It was dotted with little islets, afterwards known as Kennington, Battersea, Rotherhithe, Lambeth, Bermondsey, Newington. Some of these islets were permanent, being slight elevations of two or three feet above the level of the high tide; others were collections of branches, leaves, and mud formed at one flow and swept away at another. On this marsh there were no trees, no flowers, no grass, nothing but the coarsest reeds and sedge; the wild creatures of the forest were afraid of it; no man could live in its pestilential air.

About a mile or so inland, more or less, the land began to rise. It rose on the south, as on the north, by a low, steep cliff, the foot of which was being constantly washed away; the site of the rising ground is marked to-day by the names of Battersea Rise, Clapham Rise, and Brixton Rise; a reference to the Ordnance Survey map will show the former elevation by the change of level. On the higher ground the character of the country was completely altered. There were no marshes; the land was completely flat, and for a large part a wild heath. This heath became in after-years planted and cultivated and built over, with patches of waste and common land dotted over its surface. A distinguishing feature of South London was the splendid succession of commons. In the vast parish of Lambeth alone there were the following:—

The Common of	Kennington	24 acres.
„ „	Norwood	163 „
„ „	Norwood	200 „

The Common of	Hare Lane	7 acres.
,, ,,	Knights' Hill Green	10 ,,
,, ,,	Bushy	62 ,,
,, ,,	South Lambeth	10 ,,
,, ,,	Stockwell	5 ,,

In all, 492 acres.

Outside Lambeth Parish were the commons of Clapham, Wandsworth, Putney, Wimbledon, Streatham, Tooting, Camberwell Green, Peckham Rye, Penge,

A GENTLEMAN'S SEAT ON STOCKWELL COMMON

From a print published in 1792.

Dulwich, Blackheath, Woolwich, and Eltham. Many of these have now been built over or enclosed. Fortunately many remain. The beauty of this great district, now covered with suburban houses and villages, or built over with hideous streets, "groves," and "gardens," has been almost forgotten. Yet formerly there was no part of England more lovely than that which lay on the slopes of the Surrey Hills. Even the marsh itself, when it was reclaimed and before it was built over—say until far into the nineteenth century—was planted thick with trees and orchards and gardens. In the spring it was a dream of loveliness with its blossoms, pink and white, and pure white. In the autumn it was all-glorious with its foliage of red and green and yellow.

Formerly the commons lay beside rural villages with fields and farms around. Hone, in his four books of *Talk*, gives an account of some of these villages which

he visited early in the century. There were then no railways or stage-coaches by which one could get to them. The only way was to walk or to ride. The broad commons near at hand—say of Kennington, Clapham, and Wandsworth—were enough for some, but to those who pushed out farther afield there were the Surrey hills with places like Penge, which were a dream of beauty. Living men can remember the hanging woods of Penge, when as yet there were no houses at all to interfere with them or to break the steep slope of foliage—yet already had Penge Common, which stood on the hill, been sacrificed. It was doomed in 1820, when Hone visited it and found it a "cathedral of warbling birds." The beauty of South London has gone; no one wandering about the streets of Penge would understand what it was fifty years ago. Let it be noted in this new Survey of London as one of the things which have passed away and can never return.

Turning now more particularly to Southwark we find that in the latter part of the eighteenth century many changes took place. The romantic collection of buildings that stood on London Bridge were pulled down, robbing the famous mediæval structure of the greater part of its venerable associations and picturesqueness. Guy's Hospital added another asylum for the sick; Bankside was deserted by the show folk. It was connected with Maiden Lane by several small streets, and was occupied by people carrying on trades which required plenty of space for storage and works. The construction of Blackfriars Bridge and its new road caused buildings to be put up above Gravel Lane. Paris Gardens had disappeared. St. George's Fields were laid out as a kind of path traversed by four roads, and streams ran across these fields and were crossed by bridges; the King's Bench Prison had been removed from its former position in the east side of High Street to a large area on the other side, below St. George's Church. The pretended sanctuary of the Mint had been abolished. Thrale's Brewery stood upon part of the site now occupied by Barclay and Perkins' great house. The Fair, which had been for three hundred years a gathering-place of all the villainy and immorality of London and the country round, was suppressed in 1763; there were no more theatres, no more bear-baiting or bull-baiting—yet these sports survived. As regards the people they still lived in their old places, namely, on either side of the High Street with branches such as Tooley Street, Bermondsey Lane, Meadow Lane, and Gravel Lane. They consisted for the greater part of the working classes; they lived in tenements, in courts, in lanes, without pavement, light, or water. Some of these places still linger and can be seen, though light and water have found their way into them. The people below Bridge were chiefly employed in the dyeing, glass-making, brewing, and other industries of the place; some, however, belonged to the wharves and river service; on the west of the Bridge was a colony of Bridge fishermen. Of gentlefolk there were few indeed. Though the players and the theatres had left the Borough it was still regarded as a place of entertainment.

The pleasure gardens of South London were many and attractive. Among them were the famous Cuper's Gardens, now the site of Waterloo Station and the Waterloo Bridge Road. They were suppressed in 1753. There were also the Temple of Flora; the Dog and Duck; the Rotherhithe Gardens and many more which are mentioned in another place.

HOUSES WITH OVERHANGING STORIES FORMERLY STANDING IN HIGH STREET, BOROUGH

The presence of two great medical schools gave the Borough a large number of resident medical students, by whom some of the pleasure gardens at least were largely supported.

Southwark has become South London. From Greenwich to Wandsworth there now stretches one vast crowded town branching out southwards in all directions, so that Clapham is a town, and Wimbledon, Norwood, Forest Hill, Blackheath are all great towns. The population of this huge place is close upon two millions; as might have been expected, since there is no corporation to bind them together, these

towns are rapidly becoming separate and individual, each with its own interests apart. Hitherto, they have been contented to look to West London for their amusements and their art. This is now being changed. Theatres are springing up in these suburbs. Polytechnics for the lads, schools of art and music, University extension centres, High schools. It has even been proposed to separate them altogether by creating municipalities everywhere. This proposal aims at nothing short of the destruction of London. I have shown, elsewhere, that the true change should be development and not destruction—we must preserve the Lord Mayor, but we must give him greater dignity by making him first and chief of the mayors of federated Boroughs all around him.

Southwark proper, with the river-side parishes, has retained the character which it acquired after the dissolution of the Religious Houses. It is the home of the working classes; the City of Tenements; the erection of huge barracks for these classes assures them commodious, clean, sanitary housing. The buildings are hideous—the monotony of the surroundings is dreadful; yet we must accept these drawbacks in consideration of the advantages gained. It is computed that three hundred thousand people live in these buildings.

Another change may be noted in this City of Transformations. Southwark, which was formerly a place without industries, has now become the centre of a vast number of industries. Wharves and bonded warehouses occupy the river bank. Behind them we find distilleries, breweries, glassworks, manufactories of pins and dogs' food, dye works, coopers, oil and colour works, fur and hide works, tanneries, mustard mills, curriers, vinegar works, hats, tin and zinc works, flour mills, wool, glue and size works, rope-yards, brass foundries, and many more. These works employ a vast number of hands; it can no longer be said that the people of Southwark cross the river to get at their work—they find it on the spot.

The place has, at this moment, a bad name for disorderly youth. I believe that the true reason is that the young men have nothing to do in the evenings. They loaf about the streets; and for lack of anything to occupy their minds they take naturally to mischief. There are certain "settlements" among them; if the workers in these settlements succeed in getting these lads into their clubs we shall hear no more of the "Hooligan."

To turn now more particularly to the history of Southwark and the river-side. At some period—no one can so much as make a guess at the date—in order to facilitate the passage of trade by the short route to Dover, a causeway was constructed over the marsh from the Lambeth end of the Thorney Ford across the lower part of St. George's Fields to the Old Kent Road. The whole trade of the country north of the Thames passed along this causeway over the marsh. At the Old Kent Road firm ground was reached and the high road to Dover. After many years—one knows not how long—the ships came up to London and a great part of

the old trade of Thorney was diverted in that direction. But some part remained and the causeway continued. Then, perhaps after the coming of the Romans, the connection of London with the Dover road was opened up by a ferry—perhaps more than one—and by another causeway over the marsh; later on, the Romans built the Bridge; thus was London connected with the South Country.

The embankment of the river, though it still left the ground marshy, because the little streams coming down from the country were not yet banked in, prevented it from being covered by the high tides and made it possible for cultivation to be carried on here. The embankment and the Bridge causeway also made it possible to build villas and cottages and to live on this side of the river.

The date of the embankment is absolutely unknown. I see no reason why it should be attributed to the Romans when we know that London was a flourishing port when they arrived. I am of opinion, on the other hand, that the causeway from Lambeth to Deptford was the first work of importance; that this causeway, always low and but a few inches above high tide, was rendered safe and dry by the construction of what was called in after time the Narrow Walls. These walls were occasionally broken down by the river. Thus in the year 1288, Edward I. directed John de Metingham and William de Carleton to view and to repair the banks from Lambeth to Greenwich. Again, in the year 1444, Sir John Burcaster was instructed to view the banks then broken and in decay and to repair them by means of forced labour.

It need not be supposed that the causeway stood high above the marsh. A visit to Hackney Marsh will show the nature of the work. The original roadway was probably constructed by driving in piles as close together as possible in two parallel lines, and filling up the space thus formed with earth or gravel—very good gravel was to be found in the heathy ground just to the south—on the top there were perhaps trunks of trees, laid side by side, but of this there is no proof. The whole causeway was not more than two or three feet above the level of the marsh. When houses began to be built on the partially reclaimed land, they were built on piles driven into the mud, as has been proved by excavation.

A large number of Roman remains have been found in Southwark, indicating a Roman occupation of the site. These remains are of the kind usually found; they consist of certain tessellated pavements with lamps, vases, and fragments of pottery and a few coins. Thus in the year 1650 a pavement was found near Winchester House; in 1819 another was found in St. Thomas's Street; and the following year another in front of St. Saviour's Grammar School. Roman lamps, with a vase and other sepulchral deposits, were found in King Street at a depth of 16 feet, and when a line of tunnelling was carried from Blackman Street, north of St. George's to Snow's Fields in 1818 and 1819 and again in Duke Street in 1823, numerous Roman antiquities were unearthed. There was therefore a Roman

occupation of the site, and it is also proved that there was a Roman cemetery here. The pavements are found in the vicinity of the river, showing that the occupation was very limited and the villas were all built close to the causeway. About twenty villas, or the remains of villas, have been found in the Borough.

In the year 1831, in the operations for forming the Southwark approach of the new bridge, there was found in the middle of the Borough High Street a Roman

PART OF THE SITE OF ST. THOMAS'S HOSPITAL AT SOUTHWARK BEING CLEARED FOR RAILWAY PURPOSES

St. Saviour's and the Wellington Clock Tower are in background.

pavement of coarse *tesserae*, a plain proof that this could not have been the line of road to the Roman *trajectus* over the Thames. While on making some alterations (May 1811) in the pavement of the choir of St. Saviour's Church, stone foundations were discovered crossing the church from north-east to south-west; and there is known to be a narrow line of tessellated pavement in the churchyard, perhaps the floor of a Roman house, running in the same direction. Let a line be drawn from Kent Street, a portion of the old Roman Way, across the Borough Market, and it will be seen that the Roman buildings in the suburb of Southwark, in conformity with the road, must have taken a north-westerly direction, which indicates the

position of the ferry; nay, the very point of the Roman *trajectus* may by this method be determined.

The reader will remember that the new London Bridge was shifted 200 feet west of the old Bridge; which again was 300 feet west of the first bridge. The old Borough High Street turned much more abruptly to the south-west than the new street. If the line proposed be actually laid down upon the map it will be seen that the other end comes out at the head of the dock which is called St. Saviour's Dock. Now there is very little doubt that this dock is of extreme antiquity. It must have been one end of an ancient ferry; the traditions of John Awdry and his daughter seem to indicate so much; the very early foundation of a Religious House on the spot also strengthens this theory. If, therefore, the suggestion (see *Archæologia*, xxiv.) is accepted we have a proof that the Roman *trajectus* was here; that the original causeway connecting London with the Dover road is represented by this line; and that there was a second causeway. Nor do I think that the establishment of the Bridge much interfered with the ferry except for the convenience of goods and merchandise. It was always quicker, more convenient, and more pleasant, except in very bad weather, to cross the Thames by boat than by bridge. The name of Stoney Street may perhaps be adduced as an illustration of this theory.

When we speak of Southwark we must always bear in mind the conditions under which the town began to exist and continued for many centuries—indeed, quite down to the middle of the eighteenth century.

(1) There was no wall or any means of defence, except the marsh which surrounded it and prohibited the approach of an army except along the causeway.

(2) The ground lay low on either side of the causeway, and south of the embankment. Although the tide no longer ebbed and flowed among the reeds and islets of the marsh, yet it was covered with small ponds, some of them stagnant, others formed by the many streams which flowed towards the culverts on the embankment, through which at low tide they escaped into the Thames; until some kind of drainage was attempted, the place caused agues and fevers for any who slept in its white miasma. In other words, not an embankment only, but drainage of some kind, had to be undertaken before life was possible on the marsh.

(3) There were no quays, no shipping, no merchants, no trade on the south side. All merchandise coming up from the south for export at the port of London, all merchandise landed at the port for the south, had to be carried across the river either by the Bridge or by barges.

(4) The crowds of people connected with the trade of London—the porters, carriers, drivers, grooms, and stable-boys, stevedores, lightermen, sailors, foreign and native, the employés of the merchants, their wives, women and children—lived in London itself; they had their taverns and drinking-shops, their sleeping-places and eating-places in London; all the people employed in providing food and drink and

sport lived on the north side. South London had to be a place without trade, without noise, without disturbance of workmen, without broils among the sailors or fights among foreigners.

(5) It stood on the south bank of a river swarming with fish.

(6) The only parts on which houses could be built were along the line of the causeways, or along the line of the embankment.

Under these conditions we should expect that Southwark would become a favourite place of residence. That this was so is proved by the remains of Roman

TOOLEY STREET IN THE FIRST HALF OF THE NINETEENTH CENTURY

villas already mentioned along the line of the causeway. There was no trade or industry carried on here except one. The fisher-folk of the river were very early compelled to go away from the City in order to make room for the service of the Port; some of them settled along the slopes of the Strand; they were in course of time turned out by the great houses; some of them put up their cottages on the southern embankment; in course of time all of them had their settlement on this side.

And presently, one knows not at what period, Southwark—the Roman name is unknown—became a kind of storehouse. Imports were landed here in readiness to be distributed about the country; exports were brought here waiting to be taken across the bridge or over the river to the shipping of the Port. And very early in

history it became a place for inns, where merchants could stay, as they had formerly stayed in Thorney Island.

There was never any kind of fortification or wall of defence for Southwark; the buildings lay along the embankment and on either side of the causeway. The name of Walworth refers to the Riverwall—the embankment. In the long period of the *Pax Romana* the place, from the freshness of the air, which swept up from the sea with every tide, and the fertility of the soil, which was a black humus rescued from the marsh and the tidal deposits of the river, attracted many of the wealthier class who built their villas beside the causeway. When troubles began the people of Southwark removed within the protection of the walls of London; when London, towards the close of the fifth century, was finally deserted, the people of Southwark went away with the people of London, and the settlement south of the Thames lay as desolate and forlorn as the city across the river.

Before the Saxon Conquest we get two glimpses of South London. The first of these is the route of Allectus, the usurper, after the battle of Clapham Common in the third century; the second is the headlong flight of the Britons along the causeway and over London Bridge after the rout of Cregan Ford, A.D. 457.

After the desolation of London silence falls upon Southwark and upon the City. Presently we see the fisher-folk scared and scattered, stealing timidly back to their huts opposite the grey wall beyond which rises no smoke, from which there is wafted across the river no sound to indicate human life.

When the Saxons began to settle in London and ships returned and trade was resumed, Southwark raised her head and rebuilt her houses, or, at least, her cottages. With the coming of the Danes she was again deserted, being defenceless, and so continued till the Danish troubles were finally concluded. When William the Conqueror rode up along the causeway to the Bridge foot, the place had enjoyed a rest of forty years, time enough for the fishermen to settle again upon the Bank. When the histories tell us that William fired Southwark in order to give the citizens a "taste of his quality," and with intent to terrify them, we must remember that there was nothing to fire except the thatch of a few huts; that within the memory of men still living, London had sustained successfully six sieges; that the City was no more prepared to submit to the Norman than it had been to submit to the Dane. When the fishermen's huts were in flames the citizens of London laughed; when the Norman soldiers withdrew, the fishermen went back to their burnt-out cottages, repaired with a very little trouble the walls of wattle and clay, and laid on a new thatch of reeds and straw. It would be well to remember in reading of this episode that, wherever William's men-at-arms appeared, the thatch of the cottages took fire with spontaneous combustion.

A collection of various references to Southwark in ancient documents was made

London Bridge
Fish Street
Part of St Saviours Parish
Mud Pond
Snow fields
St MARY
PARISH

A PLAN OF SO

Refferences

1 Shinners Alley
2 Church Yard Alley
3 Wallnut tree Court
4 Crow Gate
5 Smiths Alley
6 Well Alley
7 Gully Hole
8 Suttle Alley
9 Bowling Alley
10 Flower de luz Court
11 Flower de luz yard
12 Rose Alley
13 Back Alley
14 Kings head Yard
15 Mair Made Alley
16 Naked Boy Alley
17 Cross Keys Alley
18 Wheat Sheaf Alley
19 Tulle Court
20 Woolsak Alley
21 Chequer Alley
22 Hesters yard
23 Dark Entrey
24 Boares head Alley
25 Ship Inn
26 Black Swan
27 Kings head Inn
28 White hart Inn
29 George Inn
30 Talboth Inn
31 New Way
32 Toolies Gate
33 Sellingers Wharf
34 Toolies Water gate
35 Eglins Gate
36 Reddins Rents
37 Mercers Alley
38 Coopers Yard
39 Horn Yard
40 Red Bull Alley
41 Blew Ancker Alley
42 Harts horn Alley
43 Cartrige Alley
44 Legg Alley

Refferences

45 Cumbers Yard
46 Peel Alley
47 Sugerloaf Alley
48 Chapmans Rents
49 Armitage Yard
50 Hand in hand Alley
51 Gutt Yard
52 Bazes Bridg
53 Worlds end Bridg
54 Unicorn Yard
55 Henleys Yard
56 Pimocks Yard
57 Dog and Bear Alley
58 Whites ground
59 Lewirts Yard
60 White hart Yard
61 Sunn Alley
62 Sunn Yard
63 Bainards Yard
64 Swann Yard
65 Bell Alley
66 Colemans yard
67 Brewers Yard
68 Kings Arms Inn
69 Starr Yard
70 Oatmeel Yard
71 Marigould Alley
72 Prittichard Alley
73 Snows Yard
74 Cunn Island
75 New Street

A Scale of 600 Feet

by the late Ralph Lindsay, F.S.A. The compilation was conducted principally, it would seem, to show the various ways in which the name is given. Thus, to quote a few forms, Sudur wirke, Suthe-weorie, Suthweorke, Suthwore, Sedwercke, Sudwurche, Sudworche, Suworc, Suwerk, etc.

South London, Mediæval, consisted of many manors and liberties, the boundaries of which varied from time to time. Thus there were the Gildable Manor, the Bishop's Manor, the Great Liberty Manor, the King's Manor, the Manor of the Maze, the Clink Liberty, the Manor of the Bishop of Winchester, Bermondsey House, the Paris Garden Manor.

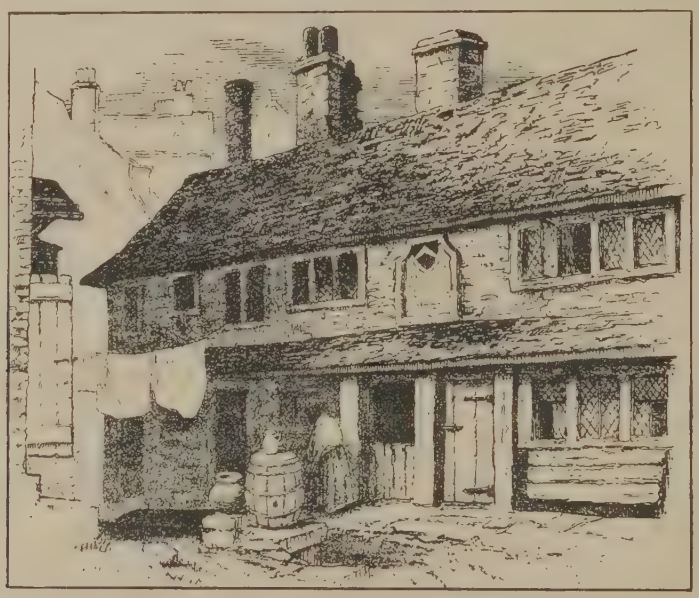
There is a rough plan or skeleton of Southwark in the year 1542 which is preserved in the Record Office. This plan was copied by the late Mr. William Rendle, F.R.C.S., for his valuable book on Southwark (1878). It is not a very instructive document, but there are certain facts which come out. The first is the very small extent of the Mayor's "Liberty" or jurisdiction. It begins at St. Saviour's Dock on the west and terminates before Battle Bridge on the east; on the south it goes no farther than the Church of St. Mary Overies. The Pillory and Cage belonging to the Mayor's Liberty were put up in the eastern end of this quarter. Those belonging to the King's Liberty were put up in Long Southwark. Farther south, for the use of the people, were the Well and the Sink, and, for their amusement, the Bull Ring; on the west of the High Street was the Liberty of the Manor, with the Manor-House, and the House itself. St. Thomas's Hospital stood retired in the fields; Bermondsey Cross was still standing. Winchester House was there amid its gardens. Here were the three prisons, the Marshalsea, the King's Bench, and the White Lyon; here were the three churches of St. Saviour, St. Olave, and St. George; some twenty taverns are marked on the map.

The most important of the manors, because it became the site of Southwark, was the "Gildable" Manor. This extended from St. Mary Overies Dock in the west to Hays Wharf in the east, and as far south as St. Margaret's Church. The first Lord of the Gildable Manor of whom we learn was Earl Godwin. After the Conquest, Odo, half-brother of William, became the Lord. On his rebellion, William of Warren was rewarded for his loyalty by receiving the Lordship of Southwark, with 300 other manors. He either built or received with the manor-house a palace in which he lived, and after him his successors. This William married Gundred, daughter or step-daughter of the Queen. After her death, her husband was created Earl of Surrey, and the wife of her son was styled Countess of Warren and Surrey. The Warrens were benefactors to the Church of St. Olave, to the Monastic Houses of St. Mary Overies and Bermondsey. In the Gildable Manor the King and the Lord each maintained a bailiff; a common box was kept for the tolls; the King's bailiff kept the box, but the Lord's bailiff kept the keys. The King took two-thirds and the Earl one-third.

In 1327 the citizens of London petitioned the King against certain grievances connected with the Borough. Criminals who had committed felonies, murders, and the like got away across the river into Southwark, where they were safe, because the City could not apprehend them. They therefore begged the King, with the object of putting an end to the scandal, to give them the village of Southwark on a farm or rent. The King granted the petition in a charter which is singularly worded and does not define the powers which it conveys.

Edward, by the grace of God, King of England, Lord of Ireland, and Duke of Aquitaine; to all to whom these present letters shall come, greeting.

Know ye, that whereas our well-beloved, the citizens of the City of London, by their petition



ALLEYN'S ALMSHOUSES, SOUTHWARK

From a sketch made in 1840.

exhibited before us and our council, in our present parliament at Westminster assembled, have given us to understand, that felons, thieves, and other malefactors, and disturbers of the peace, who, in the said city and elsewhere, have committed manslaughters, robberies, and divers other felonies, privily departing from the said City, after those felonies committed, into the village of Southwark, where they cannot be attached by the ministers of the said City, and there are openly received: and so for default of due punishment are more bold to commit such felonies; and they have beseeched us, that, for the confirmation of our peace within the said City, bridling the naughtiness of the said malefactors, we would grant unto them the said village, to have to them, their heirs and successors, for ever, for the farm and rent thereof yearly due to us, to be yearly paid at our exchequer: We, having consideration to the premises, with the assent of the prelates, earls, barons, and commonalty, being in our present parliament aforesaid, have granted, for us and our heirs, to the said citizens, the said village of Southwark, with the appurtenances, to have and to hold, to them and their heirs and successors, citizens of the same city, of us and our heirs for ever, to pay to us by the year, at the exchequer of us and our heirs for ever, at the accustomed times, the farms thereof due and accustomed: In witness whereof we have caused these our letters to be made patents. Witness myself at Westminster, the sixth day of March, in the first year of our reign.

The City, apparently, had the right of apprehending criminals in its own small manor; but the Mayor could not try them in his own court. For more than a hundred years there were constant attempts on the part of the City to extend its powers, and on the part of the folk in Southwark to withstand these encroachments. I do not suppose that the Southwark people desired to favour the escape of criminals; but they did not desire to be under the rule of the City. When the successor of the Warrens, the Earl of Arundel, was attainted in 1397, the Lordship of the Manor fell to the Crown: the King appointed his own Bailiff, and evidently intended to keep his rights over the place. As for the criminals, the broad flat land lying between Battersea and Deptford was exactly the place for a fugitive to conceal himself. It was intersected with ditches and streams; it was covered over with woods; there were few inhabitants; whether the City got the control or not, criminals would continue to escape. Perhaps, also, the philosophers of the period might argue that, after all, it was the best thing possible for the criminals to run away and hide; if they only kept away it was the best economy from every point of view.

In 1377 the citizens petitioned the king for the right of punishing all misdemeanours in Southwark. The King refused on the ground that the permission would do wrong to others. Again they petitioned the King, this time Richard II., with the same result. They desired that the King's Marshal, whose prison, the Marshalsea, was within their courts, should not interfere with their manor. They wanted the magistracy, as well as the bailiwick of Southwark.

Henry IV., in the seventh year of his reign, granted the City extended powers. They might arrest malefactors in Southwark and try them in Newgate—not, however, in Southwark itself. This was a concession. But it was not what they wanted. The year after this the Southwark people themselves petitioned the King that, being part of the County of Surrey, they might be kept free of the jurisdiction of the City.

All these petitions and grants show great hesitation on the part of the King as to conferring new or extended powers upon the City of London. It is too long to quote *in extenso*, but may be found in the pages of Northouck.

Nearly a hundred years afterwards, Edward VI. granted a much wider charter to the City. The Mayor and Corporation, as recited by the charter, had bought out all the King's rights, except his house and Park, called Suffolk House, for the sum of £647 : 2 : 1. This place consisted of certain houses, half a dozen in number, formerly belonging to Charles Brandon, Duke of Suffolk, and various pieces of ground, fifteen acres in Newington, two acres in the parish of St. George, "in the dunghill," thirty-nine acres and three rods in St. George's Fields. The King gives to the City "all that our lordship and manor of Southwark with their rights, members, appurtenances late pertaining to the Monarchy of Bermondsey."

Furthermore he gave to the City all the rights, members, and appurtenances late

THE WELLINGTON TESTIMONIAL CLOCK TOWER WHICH STOOD AT THE SOUTH END OF LONDON BRIDGE, AS IT APPEARED IN 1854

It is now at Swanage in Dorsetshire.

parcel of the possession of the Archbishop and Archbishops of Canterbury. Then comes a long list of yearly rents and "services." There were twenty-six of these

yearly rents—they amounted in all to no more than £4 : 17 : 4¼. The charter next declares that in consideration of the sum of 500 marks the City is to have the same powers over all the Borough or Town of Southwark that it formerly had over the Gildable Manor; it enumerates the parishes of St. Saviour's, St. Olave's, St. George Newington, Kentish Street, and Blackman Street. The Borough was to be under the City; criminals of Southwark were to be tried at the Old Bailey; civil cases of Southwark were to be heard in the City. But nothing was to be done to the prejudice of the Marshal. There were, therefore, exceptions. Besides Suffolk House and Park, the King excepted the prisons of the King's Bench and the Marshalsea. In consequence of this charter, the City resolved on creating an additional alderman, that of the Bridge Without. It is a remarkable circumstance that the people of the Borough have never had the right of electing their alderman. He has always been elected by the Mayor and Aldermen.

None of these three charters gave the City the right of holding separate sessions in Southwark apart from the Justices of the County of Surrey. The question was raised in the year 1663: "Are the inhabitants of Southwark subject to the Lord Mayor, etc., or to the Surrey Justices, or to both?" The answer given was that "the City had no government other than a Warden of a Company or Alderman of a Ward had, and not as Justices of the Peace. So it is very unlikely that the ancient Borough, having Burgesses chosen in Surrey by indenture to the Sheriff of Surrey to the parliament, should be reputed to be suburbs to, and a subject member of, the City, being as ancient as London itself." They further say, "as the City had grant of fines, it would be repugnant to reason for them to be judges and set fines in their own case."

On the general subject of pilgrimage there are certain pages in another place. One may, however, point out that the inns of Southwark were the rendezvous of many pilgrimages. Those who were going to Palestine, those going to Rocamadour, to Compostela, to Rome, assembled here and started on their way to take ship at Dover or Southampton. Here, as we know full well, assembled parties who rode together to the shrine of St. Thomas à Becket; here those smaller parties who went on foot to the Virgin of Greenwich or the Holy Rood of Bermondsey.

Of the part played by Southwark in the Marian persecution further mention is made in another place. The Bishop of Winchester and the Commission appointed by Cardinal Pole sat in St. Mary Overies four times, having before them Bishop Hooper, Rogers, and nine others, all of whom suffered martyrdom by fire. One poor wretch was brought into the church to be the subject of a sermon before being taken to the stake. On May 28, 1557, three nameless men were burned in Newington, just south of St. George's Church; on the 18th day of June following two more were taken out to the same place and burned for the same crime. It is enough to show that in Southwark, as everywhere else, the persecutions had the

effect of connecting the Roman Catholic religion in the minds of the people with a pitiless Priest-Judge, a relentless Church, and the most cruel of deaths.

The extent of Southwark in the thirteenth and fourteenth centuries was very limited. It was supposed to cover the southern part of the Bridge, namely, as far as the drawbridge, which lay upon the seventh of the arches, until the seventeenth century, when it got out of repair. On the embankment there stood, to left and right, a line of small houses with a few great houses; along the High Street there were houses as far as St. George's Church. Many of these houses were palaces;

ST. SAVIOUR'S CHURCH, SOUTHWARK, FROM THE ENTRANCE TO THE GREENWICH RAILWAY

From an engraving published in 1840.

among them were the town houses of St. Augustine's, Battle, Waverley, St. Swithin and Hyde Abbeys, and Lewes Priory; of the Bishops of Winchester and Rochester; of the Brandons; of Sir John Fastolf; there were Bermondsey Abbey and St. Mary Overies and St. Thomas's Hospital; there were the Marshalsea Prison, the King's Bench Prison, and the White Lyon; there were the parish churches of St. Margaret, St. George and St. Olave; there were a great number of inns—some for the convenience of pilgrims to Bermondsey Rood, but more for the entertainment of merchants and travellers from the south.

Between the twelfth and the sixteenth centuries Southwark was the chosen place of residence for ecclesiastical dignitaries on their visits to London. I propose

in the course of a perambulation—we have not far to go—to take these town houses in succession together with those of one or two laymen who also loved the quiet of Southwark. Let us begin at the Bridge foot turning to the east.

St. Olave's Church is an historical monument of the highest interest. Its dedication proclaims its antiquity. The fact that there were four churches in and about London dedicated to St. Olave or St. Olaf, the Danish king and martyr, shows that these churches were all built and dedicated during the brief period in which Olaf and his life were remembered by the citizens of London. This period certainly

ST. OLAVE'S CHURCH IN TOOLEY STREET, SOUTHWARK, AS IT APPEARED EARLY IN THE NINETEENTH CENTURY

came to an end with the Norman Conquest. St. Olave's, Southwark, was built with the design of furnishing the south end of London Bridge with a protecting saint. The north end was protected by St. Botolph in his church close to the Bridge Gate. The position occupied by St. Olave's with respect to the earlier and the second London Bridge was different because of the change in the situation of the bridge. To the first it stood in the west, to the second it stood in the east. On the north side, what St. Botolph's was for the earlier bridge, St. Magnus became for the second.

If, after passing St. Olave's Church, the curious traveller turns to the left, he will find himself in a very strange artificial cañon. It is narrow; it has lofty warehouses on either side; high bridges cross the street at intervals connecting the

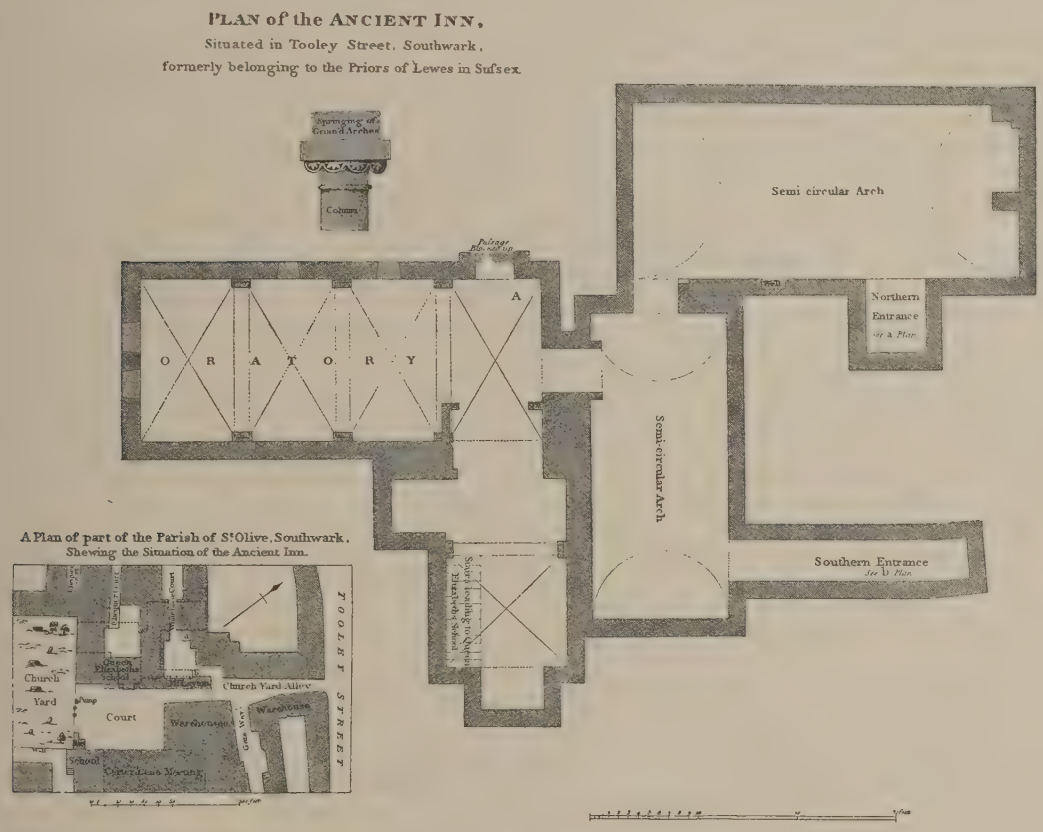
warehouses ; there are occasional lanes leading to river stairs ; there are open gates leading through dark rooms filled with goods to the wharf upon the river. From these wharves are obtained the best view of the Tower, of the Tower Bridge, of London Bridge and of the shipping in the Pool. It is worth while to walk along this street which is like walking at the bottom of a long grave, in order to get these views. But it is interesting from another point of view, namely, the consideration of its former aspect in the fourteenth and fifteenth centuries. Close to the foot of the second bridge, on the east of it, stood St. Olave's Church and churchyard, the

MONTEAGLE HOUSE, NEAR ST. SAVIOUR'S CHURCH, SOUTHWARK

From a print dated 1808.

latter not sloping down to the water, but protected by the embankment ; next to the church came a quay built in the year 1330 ; next to the quay stood the house called the Abbot's Inn of St. Augustine's, Canterbury, conveyed to that house by the Earl of Warren and Surrey in 1281 at a rent of 5s. After the Dissolution the place was converted into tenements called Sentlegar House or St. Leger House. Next to the Abbot's Inn was the Bridge House where were stored the materials necessary for the repairs of London Bridge. Riley has preserved for us an inventory of the stores taken in 1350. It includes "400 great pieces of oak timber," worth 100 marks, and quantities of other woodwork, Portland stone, ragstone, chalk, and barrels of pitch. There were also all sorts of nails, iron for piles, a pile-driver, and many other implements and tools.

The Bridge House was also used as a storehouse for corn in case of famine. It was provided with ovens, six large and four smaller ones; a brewhouse was added so that the poor should have bread and beer at the lowest price possible. This was a device of the sixteenth century. But they had not anticipated that the wheat might grow musty, which in fact happened. Granaries were, however, maintained here until well into the seventeenth century. Howell mentions the vast quantity of corn kept in the Bridge House. In 1802 certain old granaries in Tooley Street



From an engraving published in 1817.

were taken down. They had been built at the charge of the trustees of the Bridge House. Probably all three buildings went under the name of the Bridge House granaries. At the Bridge House stairs in 1589 was landed a certain pirate named Strangways with fourscore of his men. They were put on shore loaded with irons, and taken to the King's Bench and the Marshalsea Prison. Here they lay for six weeks. They were then tried before the Admiralty Court in the Town Hall, Southwark, and were all condemned. The sentence in such cases was death by drowning; the criminal of the sea was tied to a post, and at the tide was drowned by the rising of the water, a death made horrible by long anticipation. Three pirates were taken

to the Tower, there to await the day of execution, which was fixed for the 4th of October. On that day, however, they learned that they were reprieved during the Queen's pleasure, and, probably accepting the choice offered them, were taken on board the Queen's ships. Their captain, for one, did good service and was killed, valiantly fighting, four years later. Opposite St. Olave's Church was the Priory of Lewes' House or Inn. Strype says that there was formerly a house on the south side of Tooley Street built of stone with arched gates which belonged to the Prior of Lewes in Sussex, and was his lodging when he came to town. "It is now"—1720—"a common hostelry for travellers and hath to sign the Walnut Tree." Thirty years later Maitland says "the chapel, consisting of two aisles still remaining at the upper end of Walnut Tree Alley, is converted into a cider cellar or warehouse, and by the earth's being greatly raised in this neighbourhood it is at present under ground, and the Gothic building a little westward of the same (at present a wine vault belonging to the King's Head Tavern) under the school house, a small chapel, I take to have been part of the same Prior's house."

The Priory of Lewes in Sussex was founded by William de Warren, Earl of Surrey, and Gundreda his wife, for the benefit of their own souls first, those of King William and Queen Matilda next. They gave many lands to this House, and among others the meadow opposite St. Olave's Church in which the Prior of Lewes built his town house.

Before the construction of London Bridge station and its broad approach there were certain narrow courts leading out of Tooley Street where it was joined by Duke Street. These were called Churchyard Alley and Walnut Tree Court. They led into a small court not even laid down in Strype's map of 1720. The court contained Queen Elizabeth's School, then newly built. It also contained a most remarkable and interesting fragment of the Ancient Inn, which has been swallowed up, or swept away, by the terminus and its buildings. Wilkinson figures and describes the ground plan, the position, and the elevation (see p. 25). He calls it an oratory. It was, however, probably the crypt.

A small area or district occupied this part of Southwark. It was called the Berghené or the Borgyney, or, later, Little Burgundy—one remembers Petty France and Petty Wales. Rendle is of opinion that it was a liberty. It is mentioned in deeds, more than once; Robert Carew (1545) obtained a grant of "Petty Burgen" in the parish of St. Olave, Southwark.

The name of Battle Bridge preserves the memory of the Abbot of Battle's Inn, which stood on the river-bank. Hay's Wharf and Dock now cover the site. The "Bridge" crossed a stream at its mouth; one of the many streams which ran into the Thames on the south side; there was a water-mill over the stream. On the opposite side of the street were the gardens belonging to this inn, called, long

after the inn was demolished, the Maze. These gardens, however, had fallen into private hands long before the Dissolution.

At Bridge Foot we find facing us on the west the Priory of St. Mary Overies, with its venerable and beautiful church. The Precinct of the Priory extended from the river on the north to the churchyard on the south, and from the dock on the west to the High Street in the east.

A SECTION AND A VIEW OF THE SOUTHERN END OF THE CRYPT AT ST. SAVIOUR'S, SOUTHWARK

The religious life of Southwark included several gilds; these were the Society of Jesus at St. Olave's Church, the Gild of Our Lady of St. Margaret's, the Gild of the Assumption, and a Gild of Brethren and Sisters at St. George's. I have spoken of the gilds of London generally in another place. These gilds were of the same character. As for their kind of worship, it is laid down in these rules (Rendle, p. 243):—

Also we sal beseke for the frutte that is on ye herthe yat God send it soche wedurynge that may turne cristen men to profyt and ffor schippmen and for al men yat trauayle, be se and be land: also

beseke Jhesu mercy for our fadere saules, and for oure modere saules . . . and for al ye brethere saules and sisturres yat to yis fraternitee longes, and maynteynen in ye worschipp of oure Lady . . . Godes helpe be among us.—AMEN.

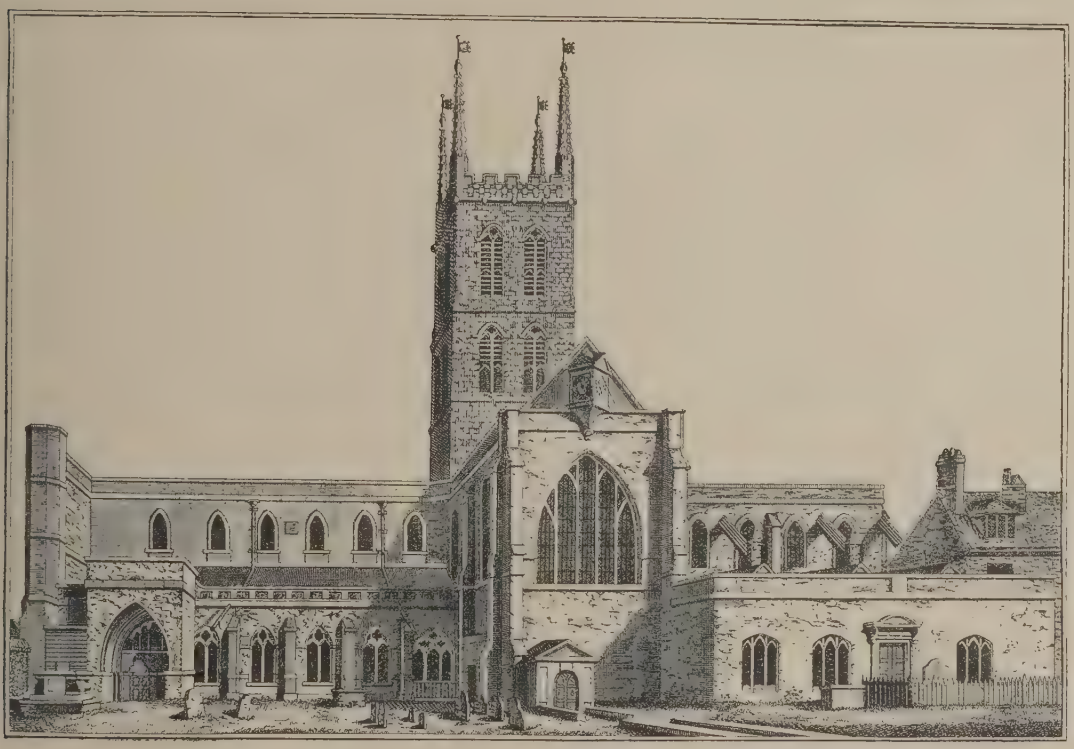
The object of the gilds was first and above all the safety of the soul after death; next various special objects as education, for one; to receive the souls of the departed as continuing members of the gild; to give the burial service when any members died; to feast together in brotherly love; to look after their sick and

THE LADY CHAPEL OF ST. SAVIOUR'S CHURCH, SOUTHWARK, AS RESTORED BY PUBLIC SUBSCRIPTION IN 1833

to maintain the old. There were also fraternities which were more distinctively religious in their aims. There was the Fraternity of the Virgin; of St. Anne; of St. Clement; of St. Barbara.

The custom of sanctuary obtained here until it was put down by the Act of George I. in 1724. Montague Close was the first sanctuary after the Dissolution. This in fact was only continuing the former sanctuary of St. Mary Overies. The Mint was another. Thomas Powell in a book on the *Mystery of Lending and Borrowing* (1625) says: "I return to my waterman attending all the while, who is to set me over to Southwark and land me at an excellent hold indeed, commonly called Montague Close, sometime the site of the monastery of St. Saviour's near the

Bright." And in 1656 one John Smith, gentleman, writes "from my chamber in Montague Close, Southwark." St. Thomas's Hospital was a sanctuary until the Dissolution. So too was St. George's. Stow tells a singular story of the sanctuary of St. George's. In the year 1328 there was living in the parish of St. Mary Matfelon a certain widow woman. She was apparently no longer young; for a long time she had "cherished and brought up of alms" a certain Frenchman, a Breton born. This villain rewarded his benefactor's kindness by murdering her one night and carrying off whatever jewels and money he could find. He was, however, found



THE SOUTH SIDE OF ST. SAVIOUR'S, SOUTHWARK, SHOWING THE FORMER NAVE

to be in hiding in Southwark, and so hotly was he pressed that he was forced to take sanctuary in St. George's Church. It is uncertain what would have happened next. The church would shelter him, but would it feed him? I think not. However, the murderer speedily let it be known that he was willing to abjure the realm. That is to say, he was ready to put on sackcloth, to confess his crime publicly, to swear that he would leave the realm, and taking a cross in his hand, as a token of what he was, to repair to the appointed port and there take ship for France or the Low Countries. What he was to do when he got there, how he was to live, is not intelligible. This poor wretch never had the chance of solving the difficulty, for while he was being conducted either to the common or to the parish, where the murder was

committed, the women of the place covered him with mud and filth, and presently slew him out of hand.

Concerning the churches of Southwark, the first and most important is that of St. Saviour's, formerly St. Mary Overies. This church belonged to the Priory of St. Mary Overies, already noticed in *Mediæval London*. Although the greater part, including the nave, is newly built, the building is in some respects one of the most venerable and most precious specimens of church architecture in London. The old nave was taken down, being in a ruinous condition, about the year 1830, and a new

WINCHESTER HOUSE, SOUTHWARK, ABOUT 1649, FROM THE TOWER OF ST. SAVIOUR'S

From an engraving published in 1812, made from Hollar's engraving.

nave, quite out of place and of the poorest possible design, was erected in its place. This has now been happily removed, and the newly-built nave is as far as possible an exact facsimile of the ancient edifice. The chancel and transepts are ancient; the altar screen was erected by Fox, Bishop of Winchester, in 1528; the Lady Chapel has been restored; the chapel at the east end of the Lady Chapel has been removed. Among the persons of note buried in this church are John Gower the poet—his tomb is in the nave; Lancelot Andrewes, Bishop of Winchester; Edmund Shakespeare, brother to the poet; John Fletcher; Philip Henslow; and many others. In the Lady Chapel was held the court which tried and condemned the Marian Martyrs.

On the east of St. Saviour's there lies now a collection of mean streets called

Winchester Street, Little Winchester Street, Winchester Yard, Clink Street, and Staver's Wharf. This place, which was afterwards called the Liberty of the Clink, was the site of two Episcopal palaces which stood side by side, that of Winchester and Rochester. The street called Clink, one of the narrowest of the Southwark Lanes, was formerly a garden path or walk overlooking the river; it is now a dark and narrow street with tall warehouses on either side. The last house on the north is on the site of the old Clink Prison.

Winchester House with its Gardens extended from the river south as far as

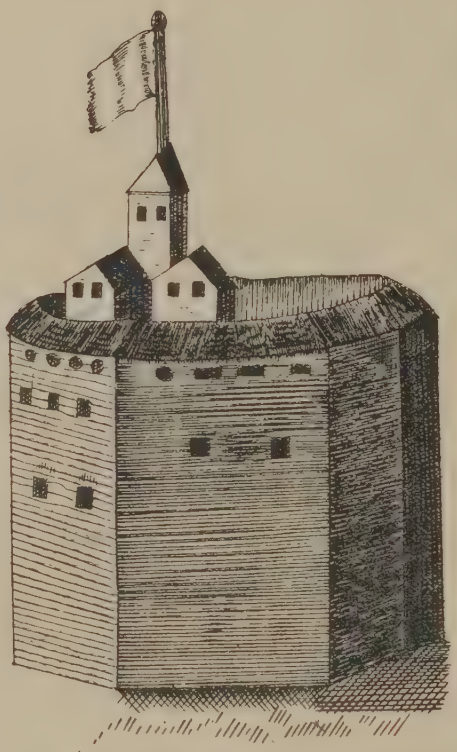
A PORTION OF WINCHESTER HOUSE, WHICH SURVIVED UNTIL THE NINETEENTH CENTURY

It was the London house of the Bishops of Winchester.

Winchester Street. It was one of the finest houses of London. It contained ten courts and looked out upon a park of sixty or seventy acres. The house was built by Bishop Gifford in 1107. At one time the house was turned into a prison. Sir Francis Dodington and Sir Kenelm Digby were prisoners here in 1642. In 1651 the house and park were sold to one Thomas Wallen. In 1660 the place reverted to the see. Charles II. granted Bishop Morley leave to lease out the property.

Rochester House was neither so important nor so interesting. It was called the House of St. Swithin or the Inn of St. Swithin's Priory until 1543. Like its large neighbour, Rochester House was in course of time built over by tenements and small houses. Its site is now for the greater part covered by the Borough Market.

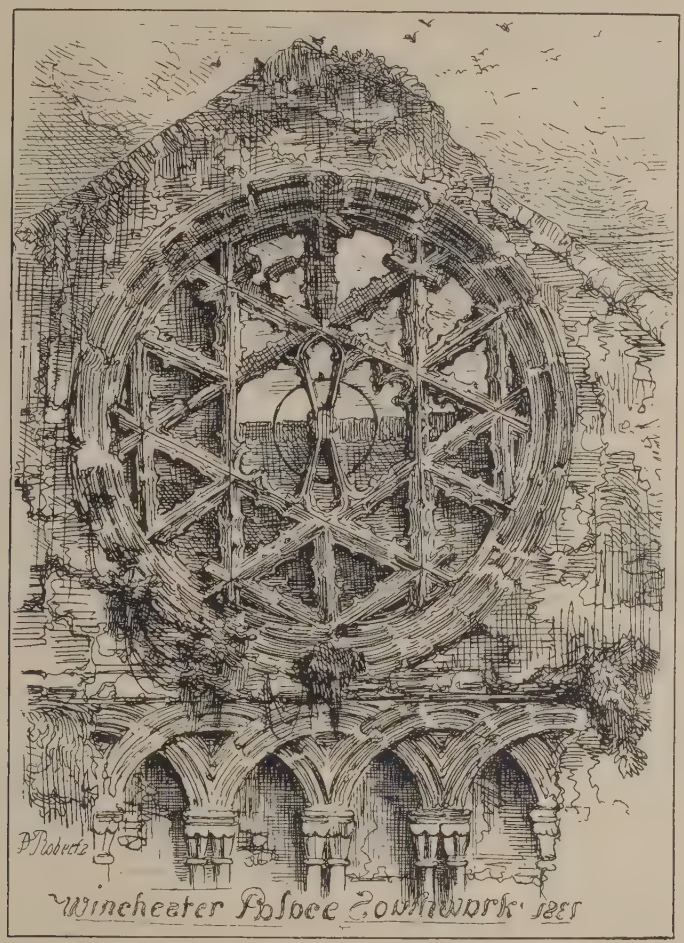
Somewhere in the same neighbourhood was the Inn or Town House of the Abbot of Waverley. Beyond the Clink stood Bankside and beyond Bankside were the Paris Gardens. These two statements mean a great deal. They mean that beyond the palaces of the two bishops and the House of St. Mary Overies the character of Southwark changed suddenly from one of dignity and ecclesiastical state to the lowest depth of debauchery and licentiousness. For on Bankside stood the



The Globe on the Bank-ſide where Shakeſpear acted

famous "stews," or licensed houses filled with "Flanders Froes," and open all day long to the profligates of the City and Westminster who came across by boat. And the Gardens were the resort of the "sporting class," always large in London. They came here for bull and bear baiting and every kind of sport. Henslowe and Alleyn, the players, were Masters of Paris Gardens in the time of James the First. They erected a theatre here—the "Swan." The character of the Gardens fell very low. In 1632 it is stated that no one goes to them except "the swaggering Roarer, the cunning Cheater, the swearing Drunkard, and the bloody Butcher." This side of Southwark became the site of the new theatres and the home of the players. The

Globe, Rose, Bear-garden and Hope Theatres were here, and here lived Shakespeare, Beaumont, Fletcher, Massinger, Alleyn, Henslowe, and many other actors. The place, though the "stews" no longer existed, was of evil repute; it was the chief place of entertainment in London, and as such was filled with the people who always flock together where shows, dances, singing and mumming are going on.



THE CIRCULAR WINDOW OF THE HALL OF WINCHESTER HOUSE, SOUTHWARK

From an etching made in 1835.

Soon after the Dissolution we find that the dignified or aristocratic side of Southwark has lost its character, and that the place is filled with craftsmen living in squalid tenements. There were as yet no industries in Southwark to account for the appearance of a large industrial population. In the fourteenth century the two or three streets which constituted Southwark—the High Street, Tooley Street, and Bermondsey Lane—were filled, as we have seen, with the town houses of bishops, abbots, and priors; there was a noble monastery; there were one or two houses or

palaces of nobles; there were many inns, where lodged merchants, and many taverns, especially in Bermondsey Lane, for the entertainment of pilgrims. The streets showed the character of the population. They were filled with men in the livery of the tenants of these great houses; with ecclesiastics, secretaries, notaries, bailiffs, and men-at-arms; but there was no noise as of a thousand factories, no clamour of voices; except upon the Bankside which was out of sight, hidden away behind St. Mary Overies and Winchester House, with its licensed wickedness and its legalised riot, with its bear-garden and its bull-baiting, its mummers, its jugglers, its

A MOCK ELECTION IN THE KING'S BENCH PRISON

From a print published in 1828.

tumblers, and its dancers, a quiet which belonged to a suburb of such eminent respectability. It was to Bankside, not to High Street or to Tooley Street, that the criminal who fled from London and from justice betook himself.

Towards the end of the sixteenth century all this was changed. Why? We have already seen the reason; because the Mayor and the Corporation of London—and with them the Queen and the Houses of Parliament—set their faces steadily against building new streets. They were afraid of the increase of London. But the people, who cannot always be persuaded to fall in with the views of their betters, especially where these cause any obstacle to marriage and love-making, went on increasing. Since there was not room enough in London, they must needs find room elsewhere. Despite the Mayor and Corporation they filled up St. Katherine's by the Tower; they spread out to Wapping on the Bank, and to the Bars beyond Aldgate; they

settled along the banks of the Fleet; and they reached out arms of houses through Fleet Street and the Strand. But the greater number crossed the river and found quarters in Southwark. The story of every one of the great houses of Southwark is the same as that of Winchester House; they were all pulled down and converted into narrow streets and tenements. The merchants of the City either found the houses too large or they were unwilling to live on the south of the Thames. They

THE KING'S BENCH PRISON AS IT APPEARED IN 1823

bought the places, therefore, one by one, as they came into the market, and then converted them into tenements.

Rose Alley now marks the site of the Rose Play-house, Bear Gardens the Hope; this and Bear Lane off Southwark Street brings back reminiscences of the cruel sport of bear-baiting, while Pond Yard and Pike Gardens remind us of the gardens in which lay the fish-ponds of the King. On the site are the Phœnix gas-works.

All this district is now given over to huge warehouses and busy factories that tower above the narrow dirty streets, crowded with wagons loading and discharging merchandise of every description, but most of the waterside trade is in grain with a large percentage of hops. Clink Street gets its name from the liberty of the Clink,

for at one time there was a temporary prison here called by that name, but the original Clink Prison was at the corner of Maid and Gravel Lanes, where Summer Street to-day falls into Gravel Lane. Southward is the borough market for vegetables, which covers a considerable amount of ground between Stoney and Bedale Streets and the old Fowl Lane. It is very noisy from the constant roar of trains on the viaducts above. The market was originally held in the High Street, but was moved into the grounds of Winchester House, and has remained in the same place ever since,

THE SOUTH FRONT OF THE NORTH SIDE OF THE MARSHALSEA PRISON, NEAR BLACKMAN STREET, SOUTHWARK

From a print published in 1812.

A. The new wine-room.
B. A bedroom.
C. Do.
D. A house without the prison.
E. King's ward.
F. Queen's ward.
G. Prince's ward.
H. Constable's ward.
I. Duke's ward.
J. Princess's ward.
K. The pump-room.
L. Lower white hall.
M. Upper white hall.
N. Store cellar.
O. Welsh hall.
P. Nova Scotia.
Q. Belle Isle.
R. No. 44.
S. Batchelor's hall.
T. Sportsman's hall.
U. Door leading to the chapel and court-room.
V. No. 45.
W. Chapel.
X. The library.
Y. The court-room.
Z. A room to dry linen.
a. Lodging-room.
b. Store-rooms.
c. Open place under the court.
d. Doors and stairs leading to the oaks.
e. Door of new chandler's shop.
f, g. Formerly pigeon lofts.
h, i. The Royal Oak.
j. Great Oak.
k, l. The Lamb.
m. The drinking-room.
n. The new chandler's shop.
o, p, q. The old chandler's shop.
r. Cellar door.
s. The sentinel's box.
t. Door of the strong-room.
v, u. Houses without the prison.
y, y. A wall against which fives are played.

N.B.—From E to J is the original prison now called the Common Side.

having been enlarged from time to time. St. Saviour's Grammar School, which had stood here from the time of Queen Elizabeth, was removed to make way for it in 1839. The surroundings are very dirty; and the space for stalls being limited, not only are the railway arches all utilised, but the dealers have spread out into Three Crown Square, Counter, and even Southwark Street. Counter Street owes its name to the old "Compter" or prison for debtors standing here at one time.

Southwark was the city of prisons. Besides the Compter and the Clink there was the ancient White Lyon, formerly a hostelry, converted into a prison about the year 1558, but afterwards joined with the Marshalsea; next the Marshalsea itself, and also

the King's Bench. There were other arrangements made for the accommodation of prisoners and offenders; the pillory, which was movable and could be set up anywhere, the cage at the foot of the bridge, stocks to lay a sinner by the heels, and whipping-posts in every parish.

The foreshore by the river is lined with all manner of craft discharging and loading various cargoes, old barges being repaired and many more tied up, apparently for the last time. The bank is lined with cranes and appliances for unloading, and facing a narrow, miry, badly-paved road a row of warehouses runs along to Southwark Bridge. Park Street, once Maid Lane, lies to the south, and in this street is the enormous brewery of Messrs. Barclay & Perkins. This Brewery covers Globe Alley, the site of the Globe Playhouse and Deadman's Place burying-ground; it sprang from a small concern started about 1690, which was afterwards owned by Mr. Thrale, the friend of Doctor Johnson, who spent a great deal of his time here. In the Gordon Riots of 1780 this establishment narrowly escaped the fate of many other buildings. On the river-bank, where Bank Street now is, were the stairs belonging to the Bishop of Winchester. Wat Tyler and his rebels burnt them down in 1381; they were then under lease to the Lord Mayor of London, William Walworth, who speedily got his revenge and earned a knighthood by slaying Tyler in Smithfield. The part of Park Street leading to Redcross Street was formerly called Deadman's Place from the great pit made in 1603 for the plague victims, who were carted there and thrown in unceremoniously. West of the Southwark Bridge Road, which is lined with dwellings and factories, is another crowded district full of narrow streets and lanes, small houses, big blocks of model dwellings, and nearer the river great factories and storehouses. Bankside is closely lined with foundries, engineering shops, dealers in metals, coke, fire-brick, coal, rags, iron, and iron girders. The great works of the City of London Electric Lighting Corporation, which lights the city, is also here. On the river-side is a high brick building containing the coal-hoisting machinery. All is automatic; the coal is lifted, conveyed to the furnaces, fed to the fires, and the ashes brought back with hardly any attention whatever, at an immense saving of labour. To the south, following a fine curve, is Southwark Street, a broad road built up with warehouses and wholesale establishments, and containing at its eastern end the large building of the Hop Exchange, the head-quarters of which trade is in the Borough. The small streets to the north of this are nearly all composed of old houses, but new and better ones are gradually appearing, and to the east of Great Guilford Street large blocks of dwellings have been erected. Guilford Street is marked in the old maps as Bandyleg Walk. Summer and Zoar Streets are both poor, with small shops. In the former are St. Peter's Church and the temporary buildings of St. Saviour's Grammar School; here stood the Meeting-House at which John Bunyan is said to have discoursed.

To the south of Southwark Street the neighbourhood is very dingy, dirty, and

poor, with some wretched alleys, but the London County Council are proceeding vigorously, and whole blocks have been pulled down. Lavington Street, from Gravel Lane, passes through one such district, and both sides are vacant so far, but the new St. Saviour's Public Baths and Wash-houses at the eastern end make a good beginning for the new buildings soon to follow. To the south the small turnings like Ewer Street are very dirty and poor, containing a mixture of dwellings

LONDON BRIDGE RAILWAY TERMINUS HOTEL AS IT APPEARED WHEN FIRST BUILT

and stables. To the west the streets running through to the Blackfriars Road are better. At the corner of Union and Suffolk Streets stands Mr. Vaughan's Charity for twenty-four widows of the parish, established in 1865.

Union Street, the result of the joining of King and Queen Streets, is a busy thoroughfare full of small shops; to the south of it is the old district of the Mint, once Alsatia, a refuge for all classes of criminals, who were beyond the jurisdiction of the London authorities. It is now a mass of small streets and filthy alleys, harbouring a floating population leavened by the criminal classes; it abounds in wretched tenements and common lodging-houses, amongst which the authorities are

hard at work preparing for needed improvements. Dividing this district north and south is the Southwark Bridge Road, affording a quicker passage from Newington to the centre of the City than by London Bridge, but shunned by many drivers on account of the steep gradients. This road contains many good residences, but is poor in places, with many poor shops. The head-quarters of the Metropolitan Fire Brigade, an extensive building of red brick, is a welcome touch of efficiency and cleanliness in this dismal neighbourhood. It stands on the site of Finch's Grotto Gardens, once a well-known resort, which was closed about 1778, when the ground was used as the New Grotto Burial-ground, but owing to defective titles it was closed after a few years, and when, in 1884, the foundations of the present building were put in, the labourers found the site full of human remains laid in regular rows. Since then other excavations near have shown the same rows of bones. Behind these buildings are many poor streets, of which Loman Street marks the site of Loman's Pond, so called from a pool of water of that name in Winchester Park, which extended as far as this. In Orange Street is a Board School, also the Church of All-Hallows. At Mirion Street, opposite a wide vacant triangle in the road, stands the St. Saviour's Library, erected in 1893. At the corner of Quilp Street is the Evelina Hospital for Children, and behind it is the Workhouse. The Salvage Corps also have a station here facing the Fire Brigade head-quarters. This neighbourhood is very poor, and portions of Mint Street and Lombard Street are populated by very bad types. North of Suffolk Street is also a very poor district, with dirty streets and small houses. This was formerly Dirty Lane, a singularly appropriate name. At the north-west corner of Friar and Suffolk Streets was formerly Hangman's Acre, running north to Pocock Street, where was erected about 1773 the new Bridewell. Between Suffolk Street and the Borough Road are the extensive new Queen's Buildings, erected on the site of the King's Bench Prison, which was pulled down in 1880.

From the Bridge-foot to Southwark Street it was anciently known as Long Southwark, and where Southwark Street now meets it stood the pillory and cage, The rest of the thoroughfare to Blackman Street was St. Margaret's Hill, so called from the Church of St. Margaret, which once stood at the triangle to the south of Southwark Street; this until 1540 was the Parish Church, but after being used as a Court-house, it gradually became ruinous and was removed. This church was given to St. Mary Overies between 1100 and 1135, and the parish included the manor of Paris Garden to the west. The triangle was also used as a market-place, and from here south to the mart was the scene of Southwark Fair, so ably drawn by Hogarth.

The South London fairs were at one time many and important: they were held at Charlton, Greenwich, Deptford, Camberwell, Peckham, Lambeth, Eltham, and at Southwark itself. The importance of the mediæval fair may be understood

when we remember that in the villages and the small towns—we do not realise how very small the towns were—there were no shops and no trade except for provisions and drink. The yearly fair provided everything that could not be grown or made at home. Thus, all the really needful things were so grown or made—the beef, mutton, pork, poultry, wild birds, fish, wheat and grain of every kind, butter, cheese, vegetables, honey, and fruit were furnished for the country-house by the farm and garden attached to it. In the same way beer, cider, mead, strong waters, and drinks of all kinds, except foreign wine, were made in the brew-house or the still-room.

LONDON STREET CRIES

A woman calling "Cats' and dogs' meat!" outside Bethlehem Hospital.

And the maids at the spinning-wheel wove the linen and knitted the wool, and with needle and thread turned out most of the clothes. They even made their own pottery. What was wanted more for the simple life? At first salt, weapons, and implements, especially needles, pins, knives, ploughshares, swords, saws, spear-heads, pots and pans. Then armour was wanted. Then foreign wine, spices, sugar, silks and velvets and rich stuffs, ecclesiastical vestments and vessels, fur robes, ribbons, gloves, paper, ink, books, and all the things that belong to the easier and more luxurious life. Once a year the fair brought these things, and the people from every quarter poured in to buy for the whole year what they wanted or could afford of

these luxuries. There was a great deal of barter; long lines of pack-horses brought wool to the fair; skins were also brought, and grain, of which England produced more than it consumed.

It is difficult to understand, however, the uses of fairs like those of Westminster, Tower Hill, and Southwark, unless they were, like the St. Bartholomew's fairs, for the sale of a special branch. The retail shops already existed in the City; could not the buyer take boat from Westminster—could he not take the ferry from St. Mary Overies—and so get what he wanted in the City? A possible explanation is that the minor things—the small "merceries" and little "haberdasheries"—things most necessary, although small—were sold by cry in the streets of London and in the country by our old friend Autolycus, and, in the fifteenth century, at least, by the Friars in their decline; that one could not always depend upon the pedlar; that the resident of South London—say one who lived at Newington, Kennington, Clapham, or Brixton—could not depend upon meeting such of the "Cries" of the City as he wanted; and that it was chiefly for the sale of the smaller things that the general fairs near London were kept up. Another reason was that wherever a concourse of people was expected, there the show-folk would also gather.

The Southwark Fair, called the Lady Fair, was a late foundation, having been established in the year 1642 by a charter of Edward IV., empowering, not the Borough, but the City of London, to hold a fair in Southwark every year on the 7th, 8th, and 9th days of September, with "all the liberties to such fairs appertaining," including the Court of Pie Powder. It was opened with much ceremony by the Mayor and Aldermen, and it was evidently regarded by the City as a most important concession and privilege when Edward granted the creation of the fair. In the course of time the fair, like all the London fairs, became simply a place of amusement and shows.

Let us turn into the High Street and walk as far as St. George's Church. This is a very ancient parish church, dating back to the year 1122 and perhaps farther. Here are buried Bishop Bonner, and Rushworth, Clerk to the Parliament in the time of Charles I., besides those who died in the Marshalsea and King's Bench Prisons. General Monk was married to Anne Clarges in this church. Opposite was one more Abbot's town house. It is the Tabard in High Street. In 1304 the Abbot of Hyde purchased two houses in Southwark for which a rent to the Archbishop of Canterbury's Court in Southwark was due. In 1307 the Bishop of Winchester licensed a chapel at the Abbot's Inn. It was called at the Dissolution "the Tabard, the Abbot's Place, the Abbot's Stable—the garden belonging, and a dung place leading to the ditch go to the Thames." The Abbot's Place was therefore separate from the hostelry.

Next to the Warrens the Brandons are the most illustrious family connected with Southwark. They were not an old family, but they belonged, at least, to the

rank of gentlemen without which there was no promotion possible except in the Church. The first Brandon of whom one hears was one Thomas, who was Sheriff in 1356. There was Nicholas, a stockfishmonger (yet he might have been of gentle birth), who died in 1391; Thomas, who in 1391 had been living in Bruges; one Edward Brandon received a small bequest of William Burcester, knight, of St.

ST. GEORGE'S CHURCH IN BOROUGH HIGH STREET, LOOKING TOWARDS LONDON BRIDGE, AS IT APPEARED IN 1807

Olave's, in 1407; in 1467 Edward Brandon was Marshal; in 1485 Sir William Brandon states in a petition that he had been turned out of his office of Marshal by Richard III.; he was reinstated; his son had fallen as standard-bearer to the King at Bosworth; his grandson is Charles Brandon, Duke of Suffolk, who married Henry's sister Mary, widow of Louis XII. of France. He was a great favourite with Henry, and was fortunate enough to retain the King's favour even after the death of his wife.

The matrimonial relations of Charles Brandon are almost as remarkable as those

of the King his master. He was first betrothed to one Ann Brown. Instead of marrying her he obtained a dispensation of release, and married one Margaret Mortymer, a widow. He then separated from her, obtained a declaration of invalidity of marriage, and married his first love, by whom he had a daughter. Meantime there had been passages between him and Margaret of Savoy, the Emperor Maximilian's daughter. And in addition to this he was endeavouring to marry his ward, Elizabeth, daughter of John Grey, Viscount Lisle. When he married Queen Mary he was still in the midst of these entanglements. Probably he knew very well that the Church would set him free. After seventeen years of married life, Mary died, and Suffolk, like the King, made haste to marry again without the least delay. This time he married Katharine Willoughby, another ward, by whom he had two sons, unfortunate boys who died of the plague within an hour of each other.

Suffolk House, or Brandon House, nearly opposite to St. George's Church, was built by this Charles, Duke of Suffolk. The place is figured in Wyngaerde's View of London, 1553. It was certainly a large and very fine house, built, in the fashion of the time, round an inner court. The Duke did not long enjoy it, for he sold the place to the King, who established a Mint in it and called it Southwark Place. Edward the Sixth paid a visit to the House, according to Stow. Queen Mary gave it to Spratt, Archbishop of York, and to his successors, to be their inn or town house when they came to London, in place of York House, taken by Henry from Cardinal Wolsey and the See of York. Spratt pulled it down, and in place put up small cottages. The lands and buildings were granted by Edward VI. to the City as part of the Bridge estate.

The ground covered by this manor is to-day built over by poor streets. The part of the Borough known a few years back as Stone's End stretched from Suffolk Street to the Borough Road; here at present are the district Police Court and several manufactories of tobacco. From Union Street south to Marshalsea Road is a network of alleys and courts, some running through to Redcross Street, and others but a few yards long. St. Margaret's Court, Maypole Alley, Redcross Place, Eve's Place—formerly Adam's Place—Brent's Place, Falcon Court, and Birdcage Alley are all that remain of some twenty such turnings that were on this side at the beginning of the nineteenth century. Some of these are better than others, but all are bad. Redcross Street is very little better. At the east corner of this street and Union Street, where St. Saviour's Parochial School stands, was the Old Cross-bones or Single Women's Churchyard, an unconsecrated plot of ground.

The inns of Southwark were always famous; they were especially "carriers' inns," *i.e.* inns where carriers' carts and wagons were received and kept in safety. Let us note a few of these historical inns. The first is the "Beare at the Bridge Foot," the building of which by Thomas Drynkwater is recorded in Riley's *Memorials*. It was in 1319. This inn remained, and was a popular place of resort

for 450 years. It was a great place for dinners. The parish books of St. Olave preserve some of the bills for the dinners which the vestrymen and ancients of the parish took at the Beare after their labours. Here is one at which Edward Alleyn, the churchwarden, was present :—[1]

Paid for 3 Geese, 3 Capons, and 1 Rabbit	00.14.08
3 Tarts	00.12.00
a Giblett pie makyng	00.02.08
Beefe	01.02.06
3 legs of mutton	00.08.00
wine and dresing the meat and naperie, fire, bread and beere	02.11.00
18 oz [?] Tobacco and 12 pipes	00.01.02
12 Lemmonds and 18 Oranges	00.03.00
	05.15.00

HIGH STREET, SOUTHWARK, EARLY IN THE NINETEENTH CENTURY

St. George's Church on the left.

Alleyn was not the only man of distinction who frequented the Beare. Long before his time "Jockey of Norfolk" in 1463 went to the Beare to shoot at the target and to drink. One Cornelius Cooke, a colonel in Cromwell's army and a Commissioner for the sale of the King's lands, settled down for the close of his life as landlord of the Beare. Pepys records how the landlady drowned herself, and here the Duke of Richmond stole away the beautiful Miss Stewart. When the Bridge was widened in 1761 the house was swept away.

One need not make a catalogue of all the inns and "places that make noses red" in Southwark. The Green Dragon in the court of the same name was the town house of the Cobhams. The place became a carriers' inn, putting up every

[1] Rendel, p. 38.

week the carriers from Tunbridge. In the year 1732 it became the Southwark Penny Post Office.

There were two inns named after St. Clement. The sign was a dedication because St. Clement took sailors and blacksmiths under his special protection. The King's Head was the most important of the carriers' inns. Taylor, the Water Poet, says that the carriers came to the Borough from all parts; "from Reygate to the Falcon; from Tunbridge, Seavenoake, and Steeplehurst to the Katherine Wheel; from Darking and Lidderhead to the Greyhound; some to the Spire, the George,

THE OLD "KING'S HEAD" IN THE BOROUGH

the King's Head; some lodge at the Tabbard or Talbot; many far and wide are to be had daily at the White Hart."

The White Hart is an inn with a very long history. It was at this inn that Jack Cade made his head-quarters. To this place the headless body of Lord Say was dragged before it was quartered and set up for the derision of the people. It can be traced back to the beginning of the fifteenth century. It was partly burned in 1669, and wholly destroyed in 1676. The White Hart which we see in the *Pickwick Papers* was that erected after the destruction in 1676. It has now, like all the Southwark inns except one, been taken down and replaced either by tenements and slums or by warehouses.

A great fire in 1676 burned down the Prison of the Compter, the Meat Market, and about 500 houses, including six principal inns. St. Thomas's Hospital and St. Saviour's Church were only saved by a change in the wind.

The Tabard Inn became, in the seventeenth century, the Talbot. It was rebuilt after the fire of 1676. The exterior was simply a narrow square gateway in front of which swung the sign of the Talbot with a legend, "This is the Inne where Sir Jeffry Chaucer and the nine and twenty Pilgrims lay on their journey to Canterbury, Anno 1383." The sign and the inscription were taken down with all

THE TALBOT INN, ONE OF THE GALLERIED INNS OF THE BOROUGH, AS IT APPEARED IN 1831

the house signs in the year 1766. Aubrey says that after the rebuilding of the inn "the ignorant landlord, or tenant, instead of the ancient sign of the Tabard, put up the Talbot or dove."

During the eighteenth century another transformation took place in Southwark. The improved roads led to an enormous increase of intercommunication. The inns of Southwark became the principal places of starting and of return for the carriers' carts and wagons, and stage-coaches which journeyed continually to and fro between London and the towns and villages of the south. It is here sufficient to call attention to the fact that in the year 1791 there rolled out of the High Street every week 113 conveyances; namely, of stage-coaches, 11 daily, 4

three times a week, 1 twice a week, and 2 twice a week; of caravans, 2 daily, and 1 three times a week; of carts, 5 daily, 7 three times a week, 3 twice, and 3 once a week; of wagons, 2 daily, 2 three times a week, 27 twice a week, and 43 once a week. An average of 19 public conveyances departed, and as many returned every day except Sunday. Thirty-eight to load and unload every day. These were divided among half a dozen inns, yet there was plenty of work and employment in the service of all these coaches and wagons. The High Street, Borough, presents to-day a crowded and

THE TOWN HALL, BOROUGH HIGH STREET

From a print dated 1830.

animated appearance; it was not more crowded, but it was more animated, when all these coaches ran out and returned home all day long.

The east side of the Borough High Street that lies within Southwark boasts of many alleys, most of which bear the old inn names from the houses that once stood in them. To-day the road carriers have almost disappeared, and their places have been taken by the Railway Companies with their dull Receiving Offices. The old White Hart Yard has rooms built over the archway full of hop factors; it also contains a coroner's court. George Inn Yard is used by the Great Northern Railway with a part of the old "George" on the south side, namely, a two-storied

gallery still intact and quite picturesque, and the remainder of the curious old place of three weather-boarded stories, with the coffee-room entrance a couple of feet below the yard level. Old Talbot or Tabard Yard is given over to the hop business; it recalls Chaucer and the Canterbury pilgrims. Queen's Head Inn Yard has also part of the old inn left, namely, a gallery on the north side and some of the timbers of the old house; this is a long yard and a busy one, full of stables, hop merchants, and poultry breeders, with an old wooden house standing amongst them farther down on the south side of the yard. Three Tuns Alley extends quite a long way back, and is very narrow and full of old buildings used as offices, with a billiard factory at the far end. Next to Kentish Buildings is Spur Inn Yard, once the head-quarters of the Kent and Surrey Carriers, now a booking-office with a row of the old stabling still standing on the northern side, opposite some old-fashioned houses. The Nag's Head Yard is now a G.W.R. yard with the remains of some of the old houses with low fronts and house rooms built over the gateway. Newcomen Street was originally King Street, and was named after Mrs. Newcomen; it contains that lady's Endowed Free Schools—new buildings of red brick—founded in 1792. Off this narrow street runs the Bowling Green and the Tennis Court, once used by the prisoners of the Marshalsea, which stood between here and Mermaid Court. The King's Arms in this street has for its sign over the door the Royal Arms that were taken off the south gate of London Bridge when it was removed in 1760; these bear the inscription "G. iii. R. 1760. King Street." The junction of the Borough Road and Blackman Street was the site of a large fort with four bulwarks that was hastily thrown up at the beginning of the Civil War in 1642-3 to command the southern road into London.

The Borough Road was made in 1880, a broad road leading to St. George's Circus; it is mostly given over to business, but there are still some dwellings in it, and many vacant plots of ground for building. At Mansfield Street is the St. George's Presbyterian Church and one of its Schools, at Lancaster Street the popular Borough Polytechnic, and to the eastward St. George's Upper Schools established in 1838 for boys and girls, Borough Road Baptist Chapel, and the Vestry Hall. To the south most of the streets are good and clean, but the great bulk of the people are obviously poor. Newington Causeway is mainly occupied by wholesale traders. London Road is a busy mart on both sides, with a gutter market and a large music hall, originally a religious building, on the east side. These shops are mostly second class, embracing many cheap eating-houses, fruit-stalls, and provision dealers and others, who make great display. Between this road and Market Street stand the remains of the old St. George's Market, and Butcher Row—a square of low shops now used as dwellings, tenanted by costermongers and the poorest class. Both sides of Market Street and the adjacent alleys harbour a wretched class of people. St. George's Road runs through a quieter district; most of the streets between it

SOUTH LONDON IN 1813,

London Dock
WEST INDIA DOCKS
Dock for unloading Inwards
Warehouses
Dock for loading Outwards
Ship Dock
Ship Dock Sta
George Sta
Victualling Office
Grand Surrey Canal
Maze Pond
Maze Walk
Mill Wall
Mill Wall Sta
Queens Stairs
Maurice Causeway
Lime House Reach
Lime House Basin
Lime House Pier
Lime House Sta
Limehouse Cut
Regents Canal
Regents Canal Dock
Regents Canal Basin
Commercial Road
Commercial Road East
Commercial Road Sta
Mile End Road
Mile End Gate
Mile End Old Gate
Mile End Turnpike
Mile End Terrace
Mile End Place
Mile End Sta
Mile End Green
Mile End Old Town
Mile End New Town
Mile End Road Sta
Stepney Green
Stepney Fields
Stepney Causeway
Stepney Church
Stepney Meeting
Stepney Sta
Ratcliff Highway
Ratcliff Cross
Ratcliff Cross Sta
Shadwell
Shadwell Basin
Shadwell Dock
Shadwell Sta
Wapping
Wapping Wall
Wapping Sta
Wapping New Stairs
Wapping Old Stairs
Wapping Dock
Wapping Dock Sta
Wapping Basin
Wapping Pier Head
Wapping Pier Head Sta
Wapping Church
Wapping Meeting
Wapping Workhouse
Wapping Middle Water Gate
Wapping Upper Water Gate
Wapping Lower Water Gate
Execution Dock
Execution Dock Stairs
Execution Dock Wharf
Execution Dock Sta
Old Gravel Lane
Gravel Lane
Gravel Lane Sta
Gravel Lane Meeting
Gravel Lane Chapel
Gravel Lane Burial Ground
Gravel Lane Wharf
Gravel Lane Sta
Old Gravel Lane Sta
Old Gravel Lane Wharf
Old Gravel Lane Meeting
Old Gravel Lane Chapel
Old Gravel Lane Burial Ground

and London Road contain fairly well-to-do people. The streets to the south are of a fair class, comparatively new and clean. West Square, east of which stood a station of the old Semaphore Telegraph Line, contains fairly large houses, but here as elsewhere apartments are let everywhere. At Ely Place is a large Board School, and opposite to it is the Church of St. Jude with schools attached. Next to the Board School is King Edward's School or House of Occupation, in the grounds and under the management of the Bethlehem Hospital, established for boys and girls; the boys were removed to the country, and in their place orphan girls are now trained for domestic service. Facing Lambeth Road is Bethlehem Hospital for the Insane. It was originally the Priory of the Star of Bethlehem, established in 1246 by

BETHLEHEM HOSPITAL IN THE EIGHTEENTH CENTURY

Simon St. Mary (then Sheriff of London), to the east of Moorfields; it became in 1330 a public hospital in charge of the City. In 1675 a new building was erected, but in 1818 the institution was removed to this site, which covers some fifteen acres. Since then the buildings have been greatly improved and enlarged. On this site in 1804 stood the St. George's Spa, and near Brooks Street stood the establishment of the Philanthropic Society for the Encouragement of Industry among the Criminal Poor, both of which were removed to the Hospital. All this district covers St. George's Fields, in which Wat Tyler and Jack Cade's rebels concentrated, and where, in 1780, Lord George Gordon's "No Popery" and the "Wilkes and Liberty" rioters assembled, to the number of 20,000, who, with the professed desire to petition Parliament against the growth of Popery, marched into Southwark, where they burnt the King's Bench Prison and let loose the prisoners, besides committing other riotous acts before they were dispersed by the Militia.

This was formerly common land, but all such rights were extinguished in 1810, and several Acts were passed in the next few years to improve the Fields. In the wall of the hospital, opposite the Baptist Chapel on Barkham Terrace, is the stone sign of The Dog and Duck, with date 1716. This was a noted house of resort in the eighteenth century for the sport of duck-hunting. Here also in 1642 was erected a fort with four half bulwarks; Defoe says (in 1724) that the ducking-pond was evidently the moat of this fort, and that the lines were so high and so undemolished that only a little was needed to repair them. The Apollo Gardens were also near the point where the Westminster Bridge and the St. George's Roads

FIGURES WHICH APPEARED OVER THE MAIN ENTRANCE OF OLD BETHLEHEM HOSPITAL

From a print published in 1808.

meet. The site of St. George's Roman Catholic Cathedral is pointed out as the actual spot where "No Popery" rioters under Lord George Gordon assembled prior to their descent on Southwark. This cathedral, with church house adjoining, is still unfinished, being minus a spire. In grounds extending from St. George's Road to the Circus stands Notre-Dame High School for Girls, and the Asylum for the Indigent Blind, instituted in 1799 on the site of The Dog and Duck. Opposite is Barbel Street, very small, dirty, and sheltering a very low class. Across the Westminster Road is another wretched neighbourhood of small streets, with a Board School off Tower Street, which is very poor. Between here and St. George's Circus is a block of Peabody's Industrial Buildings on the ground formerly covered by the Magdalen Home. Adjoining them is the South Metropolitan Temperance

Hall, a Salvation Army Shelter with accommodation from one penny upwards, and the Surrey Theatre. This was originally the Royal Circus, erected in 1778 by Hughes, a pupil of Astley, in imitation of Astley's Circus. The circus was burnt down and the present house erected on the site. Spanning the Blackfriars Road, or, as it was called, Great Surrey Street, opposite this building, was a turnpike gate. In the centre of the Circus stands an obelisk, erected in 1771 in honour of Brass Crosby, who during his mayoralty was imprisoned in the Tower, with John Wilkes of the *North Briton*, then an alderman, for having released some printers of

ONE OF THE FORTS ERECTED BY THE PARLIAMENT FOR THE DEFENCE OF LONDON DURING THE CIVIL WAR

In the plan of London published in 1806 in Lambert's *History of London*, this is marked in Kent Street as Oliver Cromwell's castle. The stream is doubtless the Effra.

London newspapers who had been apprehended on warrants issued by the House of Commons. On the north side of the obelisk is carved "One mile 350 feet from Fleet Street," on the east side "One mile 40 feet from London Bridge," and on the west side "One mile from Palace Yard, Westminster Hall." To the north, from the Borough Road to Pocock Street, all the streets are narrow, dirty, and filled with poor people, whose children are provided for by two Board Schools, one large one in Wellington Street, and a small one at the back of the Borough Road Station. In Hill Street are the Drapers' Almshouses facing the railway arches, with King's Bench Walk and Green Street full of poor houses behind. North of Pocock Street is Surrey Row, originally Melancholy Walk, full of small houses; whilst Surrey

Street, south of Friar Street, has the same dismal character. West of Blackfriars Road is a dingy purlieu of narrow streets. In Webber Street are the Hedger Almshouses, dating from 1797, and farther north in Malborough Street, amongst old houses, alleys, and mews, is Christ Church Board School, opposite St. Saviour's Union Workhouse. This turning falls into Great Charlotte Street at the eastern end of the New Cut, and at the Blackfriars Road, on the north-east corner, stands what was Rowland Hill's chapel. The building, octagonal in shape, erected in the fields in 1783, served for many years as a chapel, but lately has been rented by a

THE ENTRANCE TO LONDON BY THE OBELISK IN THE SURREY ROAD

In 1810, when this print appeared, the obelisk was approached from Blackfriars Bridge by Great Surrey Street.

maker of agricultural implements. South of it stood Nelson Square, a good large open space with a well-to-do class of residents in good houses. Northwards to Southwark Street the main road is lined with shops of a medium grade, with some wholesale houses, and on the west side of the road are many cheap lodging-houses with prices varying from fourpence to sixpence and upwards. To the west the Broad Wall is the Southwark boundary, and here the houses and inhabitants are again poor, and of the shiftless floating type found near the river and docks. This Broad Wall, or Walk, was a bank thrown up probably as an embankment with an open sewer on each side, and is even mentioned as being the line of Canute's Trench from Dockhead to the Old Barge House Stairs. This was the site of the old Paris Garden, which was reached from Paris Garden Stairs by the Green Walk,

now Collingwood Street. Christ Church in Collingwood Street was erected in the middle of the eighteenth century and stands in a large yard, now a public garden, with a row of old and picturesque houses to the south. To the east in Charles Street is a public library with the Ponsonby Buildings, high-class tenement houses, and Edward's Charity in Burrell Street. In the Broad Wall is a Board School, and in Stamford Street, a street of cheap apartment houses and hotels, is a Unitarian

FREE GRAMMAR SCHOOL, ST. OLAVE'S, SOUTHWARK

From a print dated 1836.

Chapel with a Hospital for Skin Diseases opposite, at Hatfield Street. From Stamford Street to the river are many poor residences, but warehouses are taking their places. Old Barge House Street, and Stairs, so named from the King's Barge House standing here, is also part warehouse and residence, and falls into Ground Street, which is full of high buildings and wharves, and past a squalid alley up a steep rise leads out to Albion Place at Blackfriars Bridge, a very busy spot for foot and vehicular traffic, and the terminus of the tramway lines to the south of London.

CHAPTER III

BERMONDSEY

Domesday Book tells how "the King holds Bermundeseye," that "Earl (King) Harold held it (before)," and that "there was a new and handsome church with twenty acres of meadow and woodland for five hogs in pannage time," also that "the Earl of Moritm has in Bermundeseye of the King's land one hide, where stands his house." This was Robert, Earl of Moritm and Cornwall, brother of Odo, and half-brother of the Conqueror. The etymology of the name of this district is generally supposed to be derived from a Saxon landowner, Bevrmund, with the addition of the termination *ea* or *ey*, which signifies water, and, denoting the nature of the soil, is frequently found in the names of places whose situations on the banks of rivers render them insular and marshy. All this was formerly marsh recovered from the Thames by the great dykes probably built by the Romans, and drained by ditches which existed until quite recently, whose places were taken by the system of underground sewers. Formerly noted for its market gardens, Bermondsey, as late as 1850, was very little built on south of the Grange, Spa, and Jamaica Roads. Now, however, it is closely covered, and in the busier portions the small houses are coming down everywhere to give room to towering piles of artisans' dwellings. Always the head-quarters of the leather trade in England, and of the industries dependent on it, the whole place to-day, covered as it is with acres of tan-yards, reeks with the smells of the raw and finished product, and in the main roads the wagons and workmen speak for the vastness of the industry. Tanners, curriers, fellmongers, wool-staplers, leather factors, skin-dressers, dyers, hatters, parchment and glue makers are the principal trades, and on these again many smaller trades are dependent.

Leaving the Borough High Street at Newcomen Street, a narrow turning at first leads into Snow's Fields through a neighbourhood of small shops and houses, many of which are comparatively old. To the south of Newcomen, formerly King Street, but originally Axe and Bottle Yard, the Tennis Court and Bowling Green, now full of small houses, are reminders of the time when the original Marshalsea Prison stood between this street and Mermaid Court to the south, well back from

the High Street. A long passage, down a flight of steps, and over a ditch led to the open pleasure grounds behind, where, during Southwark Fair, many booths were erected. Passing east, a poor district is reached near Crosby Row with many very narrow alleys. Some of these turnings are hardly three feet across the entrance, but widening out as they recede are filled with the poorest people, many of whom rely on hawking for a living. Between here and Kipling (formerly Nelson) Street are a large Board School in Laxon Street and a National School, with St. Paul's Church, a stone building, facing the tall new blocks of dwellings in

THE SKIN MARKET, BERMONDSEY, IN THE MIDDLE OF THE NINETEENTH CENTURY

Hamilton Square. Opposite these buildings at the north-east corner of Guy Street is a large open space with many fine trees, now used as a builder's yard, and flanked with small houses. Weston Street, stretching crookedly from St. Thomas Street to Great Dover Street, is partly residential, and contains many factories, stone yards, a blacklead mill, and the Leather Exchange. This street is composed of the former Hunter and Baalzephon Streets, and the Maze, and the greatest leather mart of the world stands at the junction of Manning Street. It covers a vast space, and was erected in 1832 at a cost of about £50,000. In the courtyards of the big warehouses is held the market for hides and skins, at which the leather factors, wool-staplers, and fellmongers transact their business. The London Leather Warehouse Company's premises are part of the pile, and contain vast stores of the finished

product. This market has absorbed all the trade in Leadenhall, which formerly included it. The whole block to Bermondsey Street and south to Long Lane is covered with tan-yards. To the north are more yards, and on the south side of Snow's Fields are portions of very poor and dirty streets and alleys, with a big Board School in Kirby Street. From Weston Street east to Bermondsey Street the greater part of the southern side of the Fields have been recently torn down for about fifty yards back, and on this space foundations are being put in for large model dwellings, which are badly needed just here.

Old maps of Southwark show Snow's Fields stretching from the Maze Pond to Bermondsey Street, with ditches at the roadside tenter grounds to the south, and a large pond of water where Weston Street now crosses. On the north side of the road are Roman Catholic schools, a mission hall, and a line of small houses and shops. Beyond Ship and Mermaid Row (1843), a narrow dirty alley, Bermondsey Street is reached. Opposite is Crucifix Lane, lined on the north side with store-houses occupying the arches of the Brighton Railway, and on the south with shops and large warehouses, behind which are more tan-yards. Beyond the railway arches, which span the road frequently, is Church Street, with large leather factories, a vinegar manufactory, and tanneries. Tanner Street leads to Bermondsey Street, opposite Market Street, the site of Bishop Waynflete's stone bridge erected over a stream here in 1473.

Bermondsey Street, or, as it was sometimes called, Barnaby Street, is a fairly wide and busy thoroughfare reaching from Tooley Street to Abbey Street. Off it run several mean alleys, some of these on the eastern side teeming with poor people, and those on the west leading into big tan-yards. In Royal Oak Yard, Lamb Alley, and Great Russell Street are many cottages of the eighteenth century in fair condition. Behind these are fellmongers' yards, leather-dressers, and kindred occupations, and a back-way into the Leather Exchange from Great Russell Street. The long ranges of black buildings of wood with slate sides to be seen on every side contain suspended hides in the process of curing. Carts full of skins are constantly passing, and at the dinner-hour crowds of leather-workers from the yards, their legs tied up in sacking and whitened with lime from the pits, can be seen walking noisily in their heavy wooden clogs. The air is full of penetrating odours, which are said to be healthy in spite of their density.

In the plague years of the seventeenth century many Londoners fled to Bermondsey for safety, but in spite of this the visitation was very severe in 1603, 1625, and 1665. In 1625 the parish burials reached 1117, at least a thousand more than the average. Down Dyer's (Tiler's) Gateway are many small houses, and beyond to Weston Street the space is given up to the preparation of leather. The main street contains some old houses, but they are being replaced with good new buildings and a great many shops. Christy's hat factory is on the eastern side near

the church, and behind a tannery runs through as far as Mellick's Place. North of this open space are seen the large buildings of the Bermondsey Workhouse of St. Olave's Union, erected in 1791, fronting on Tanner Street. This street was originally known as Five Foot Lane, but was renamed Russell Street after a former eccentric but wealthy parishioner and finally got this very appropriate name. Some of the small turnings contain poor people, but Riley Street, with a Board School at the corner, and those beyond are of a better class. Maltby Street, containing a Vestry Hall; Millstream Road, probably named from one of the streams that were formerly abundant; and the streets south to Abbey Street, are full of good working-class inhabitants, and though small are well kept. Eastwards under the railway arches, with the constant roar and rumble of trains overhead, the road continues past shops and busy yards into Dock Head, which since the completion of the Tower Bridge is very much changed for the better. Here many of the old buildings have gone, and fine new blocks have taken their places, and trams and omnibuses over the bridge to Liverpool Street, with a constant passing of teams, make the street busy. The shops are clean and good, and the former ubiquitous loafer has almost disappeared. Turning south at Parker's Row, the corner is taken up by a Roman Catholic Convent established in 1839, with church and schools. Behind these, the small turnings off Neckinger Street are very poor, with Woolf and Druid Street the dirtiest. The shops in Parker's Row are old and squat, with tiled roofs and small fronts, but building is progressing and many have recently been pulled down. At the junction of Jamaica Road is the wide Abbey Street, with a recruiting office and large drill-ground of the Queen's Royal West Surrey Volunteers at the south-west corner. Behind this is a large leather factory, then the railway and leather and glue factories. On the north side of Abbey Street is the Star Music Hall, and to the west the road goes under a railway arch the width of the roadway, necessitating a triple span, the two side arches of which are upheld by rows of massive fluted cast-iron pillars.

The eastern portion of Abbey Street was originally called the Neckinger, as the stream which bore that name followed the curve of the road, one branch finding an outlet at St. Saviour's Dock, and the other, better known as the Folly Ditch, passing along George Row and skirting "Jacob's Island." The Neckinger was at one time navigable as far as Bermondsey Abbey, and till comparatively recently flowed to the tan-yards of the Neckinger Road and supplied them with water at high tide. The origin of this name is obscure, but it was formerly called "The Divels Neckerchiefe" and "Neckincher," and the origin was probably the Gallows, a slang phrase for which was "The Devil's Neckerchief," by which name the maps of 1740 designate this place. The Neckinger Mills, originally erected for the manufacture of paper from straw, but subsequently used for the leather trade, cover this ground. Abbey Street, at one time George Street, is named from the Abbey that stood at the western end.

At one time a bridge over the creek and a toll-house stood at the eastern end of George Street, but the right was bought out and the road made public in 1836. To the south to Horney Lane the streets are small, but the people are comfortable, and beyond this to the Spa Road is entirely occupied by tan-yards. Long Walk and the side alleys are very poor in places and badly looked after, but to the Grange Road there is an improvement. On the north side of Abbey Street the small streets from the churchyard to Stanworth Street are also full of toilers in the leather trade. At the junction of Bermondsey Street is the Parish Church of St. Mary Magdalen, standing in a well-cared-for open churchyard. The date of the foundation of the original church is not known, but it was probably anterior to the beginning of the reign of Edward III. The church had been allowed to become a partial ruin, which accounted for the rebuilding which took place in 1680. It is of brick, plastered, with stone dressings.

Where Bermondsey Lane ran into Tooley Street stood a cross—"Barmsie" Cross. This was one of the many crosses in and about London. They were perhaps intended to serve as reminders of religion. There were certainly too many such reminders. Religion loses rather than gains by perpetual reminders. They led to profanity in discourse, and to habitual irreverence towards things sacred. The crosses stood at every corner. The processions which marched slowly through every street: the friar in his habit, the priest, the servant in the livery of a Religious House, were all reminders; the frequent services, the bells of church and monastery ringing all day long, the pictures on the walls of the church, the sacred play, these also were reminders. Yet these things do not make a people religious.

In Bermondsey Lane we come upon the water-courses, ditches, and sluggish streams with which South London was covered as with a pattern of lace. In the fourteenth century they were bright and sparkling brooks flowing down from the rising ground between Battersea and Deptford. Numerous rustic bridges crossed these streams, which with the trees and meadows and gardens made the flat piece of land full of beauty, far more beautiful than the lands on the other three sides of the city, the marshes of the Lea, the dreary waste of the Moorfields, or the marshes of Westminster and Chelsea. The time came—but it came only after many years, only in the nineteenth century—when houses and streets began to spread out all over South London. Then the beauty of the place vanished, the trees were cut down, the gardens built over, and the bright rippling stream of pure water became a common sewer.

Bermondsey Street was built upon very early, as soon as the Abbey of St. Saviour's began to assume its character for sanctity. The Holy Rood of Barmsie was for many years one of the most favourite places of pilgrimage for the London citizen or the London visitor. We must remember that there came every summer, just as there comes now, an army of visitors to London. They came up from all

parts; they came to pay court to king, ecclesiastic, or noble; they came on business to buy or to sell or borrow; they came about lands, rights, and liberties; they came about their wards, about the fines for inheritance, about marriage; and when they came they went on pilgrimage to the holy places of London, just as their descendants go about to see the sights. The shrine of St. Erkenwald of St. Paul's; of St. Edward of Westminster; the Black Virgin of Willesden, of Muswell Hill, and of Gospel Oak; and the Holy Rood of Bermondsey, were all visited by every Londoner and every visitor. John Paston begs his mother and his sister Margery to visit the "Rood of North Door and St. Saviour's, Bermondsey."

The short street lying between Barmsie Cross and the Holy Rood was filled with taverns, whose names survived at least to the time of Strype, the White Hart Yard, Sun Alley, Swan Alley, Bell Alley, Black Boy Alley, White Lyon Yard, and Star Yard. Metal tokens issued from these inns are still preserved. There are some in the Guildhall. The church of St. Mary Magdalen is not on the site of any part of the Abbey. It appears to have been originally built as a parish church for the people, just as St. Margaret's, Westminster, was built for the people of the village outside the Abbey, and St. Katherine Cree for the people of the parish of the Holy Trinity Priory. The furniture of the church, sold at the Reformation, shows that it was richly provided with vestments, crosses, and plate of all kinds. One silver salver they fortunately retained, and it is in use at the church to this day.

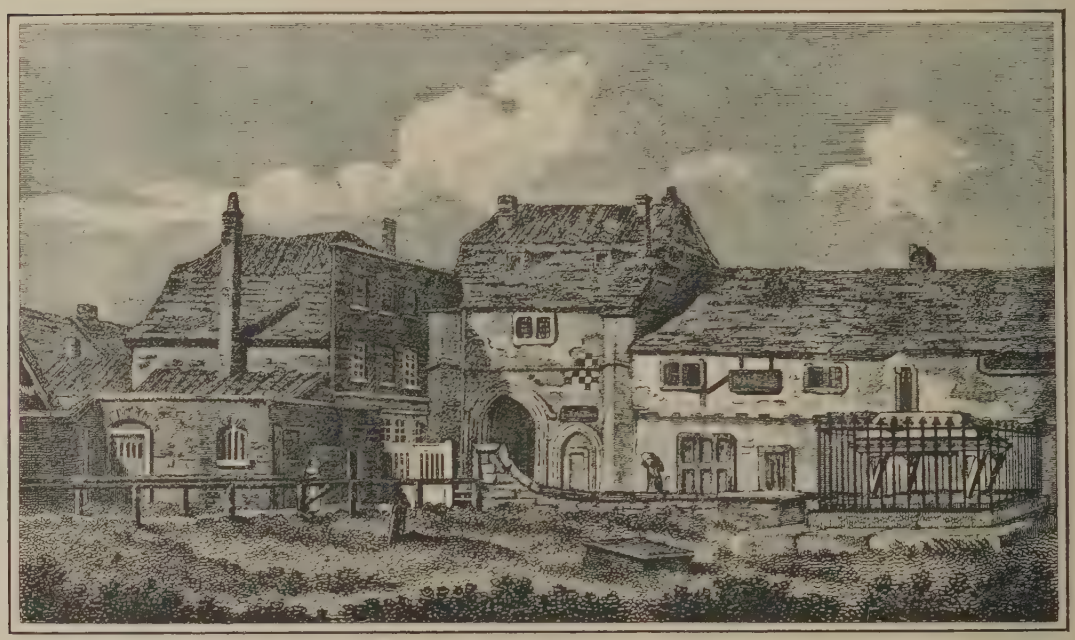
Among the Rectors of St. Mary Magdalen was Edward Elton, a well-known Puritan, who thundered against festivities and merry-makings, and took down and chopped up the May-pole. Of the buildings that formerly stood at the western end of the churchyard but two small ones remain; that near the church door is used as a registry, while the other at the south-east corner boldly proclaims the fact that it is tenanted by a "Shirt and Collar Dresser."

To the south, where Bermondsey Square is now, stood the Abbey of Barmsie or Bermondsey. As a Priory, the buildings were founded by Aylwyn Child, a citizen of London, in 1082, and the building was dedicated to Our Saviour. A Conventual Church was erected close to the south of and contiguous to the present parochial church, and to this was annexed a Convent of Cluniac monks, who were brought here in 1089 from the famous Priory of La Charité on the Loire.

It has been a matter of surprise with historians of this suburb that the once great and venerable Foundation which stood here should have vanished so completely from the memory of man. But its fate in this respect is no worse than that which fell upon all the Religious Houses. No mediæval city, certainly, was more richly endowed with these Houses than London: the memory of all, except the Charterhouse and the Temple, has absolutely perished. Who, in the city, knows anything of the Priory of the Holy Trinity? Who knows anything of Eastminster, of Holywell, of St. James's Nunnery, of the Carmelites? It is not enough

that parliaments have been held within the walls of a monastery, or that princes and nobles have been buried in its church, or that the abbots were great dignitaries of the Church. The House is suppressed, the place where it stood is invaded by trades and crafts; the memory perishes; perhaps the name survives while the meaning and history of the name are lost. Bermondsey Abbey is no exception to the rule: save for a street or so, the very name is gone, and more, there is not a trace or a fragment left to commemorate the five hundred years of the quiet conventual life of which this place, with its cloisters and its gardens, was the scene.

The surrender of the Abbey took place in 1537; in January according to some



THE NORTH GATE OF BERMONDSEY ABBEY

The last fragment of the monastery to disappear.

authorities, in June according to others. The revenues are stated at £548 and at £474. The last Abbot received a pension of £333:6:8, equivalent to at least £6000 a year, a sum quite out of proportion to the surrendered income. We need not consider the meaning of this enormous pension in this place. Remark, however, the difference which the suppression of the monastery would make in the suburb of Bermondsey. It consisted of the monastery with the causeway or lane which led to it; a few taverns and houses on either side of the lane; and in the reclaimed marsh, the rich lands, the orchards, the woods and the black and sluggish streams about the marshland. The Abbey suppressed, there was an end of the Londoners' favourite pilgrimage to the Holy Rood of Bermondsey; there was nothing left to attract them; the summer crowds who came across by boat, swarmed along the lane,

performed their duties before the Cross, and afterwards made merry in the taverns, came no longer. The taverns were closed; the houses, like the Abbey itself, fell into ruin; the suburb became a silent and rural place, and so continued until the end of the eighteenth century, when it began again to become the haunt and residence of men and women.

The first owner of the desecrated Abbey was Sir Thomas Pope, founder of Trinity College, Oxford. Pope was born at Dedington in Oxfordshire in the year 1508. He was educated at Eton and sent to London to learn law; he gained the favour and the friendship of Sir Thomas More; in 1533 he was made Clerk of the Briefs in the Star Chamber at Westminster. In 1536 he was knighted and appointed Treasurer to the Court of Augmentations. This office was closely connected with the suppression of the Religious Houses. Pope received for his share of the business upward of thirty manors in different counties. The site of Bermondsey Abbey was granted to the Master of the Rolls, Sir Robert Southwell, who by deed of bargain and sale conveyed it to Sir Thomas Pope. He pulled down the church and part of the buildings and put up a new house for himself with gardens, orchards, and pasture, about twenty acres in all. He took down the "Rood of Grace" which was in the church, and set it up on the common of Horsleydown at the end of Crucifix Lane. In 1559 the Rood of Grace was taken to Paul's Cross, where, after a sermon by the Bishop of Rochester, it was publicly broken to pieces. The church furniture, with the Latin books of parchment, were sold by the churchwardens. The books of the monks everywhere were sold for a mere song and were used for the most common and the vilest purposes. Many of the valuable books from the Library of Bermondsey Abbey were given by Pope to his newly-founded college of Trinity, Oxford. Sir Thomas Pope became the warden or guardian of the Princess Elizabeth. He reconveyed his house at Bermondsey to Sir Robert Southwell, and died at Clerkenwell in January 1559.

The next owner of Bermondsey Abbey was the Lord Chamberlain, Thomas Ratcliffe, Earl of Sussex. In 1583 Queen Elizabeth paid him a visit at Bermondsey: he died a few days afterwards, and was buried with a splendid funeral.

Adjoining the Abbey, Richard, the prior in 1213, built an almshouse or hospital which was dedicated to St. Thomas of Canterbury, and is often confounded with the former hospital of St. Thomas in Southwark. Several distinguished and royal personages found an asylum within the Abbey; amongst others, Mary, daughter of Malcolm III. of Scotland, who died here; the body of Thomas of Woodstock, seventh son of Edward III., was brought here from Calais; Katherine of France, wife of Henry V., and Elizabeth Woodville, Queen of Edward IV., both died within the walls.

According to Wilkinson's plan, the Abbey covered a rectangular area of 720 feet by 560 feet. A view of the map which shows the north and south walls of St.

Mary Magdalen's churchyard, Abbey Street, and the Grange Road running parallel with each other and at an angle of about 11° 30′ to the south, makes one inclined to believe that this was the line of the north and south walls of the Abbey. The "Long Walk" which figures in Wilkinson's plan also follows the direction of the Abbey Street. On Wilkinson it is represented as due east and west. Wilkinson's plan is from a drawing taken in 1679. It is very unsatisfactory, inasmuch as the Abbey

FRAGMENTS OF NORMAN CAPITALS, MOULDINGS, AND CORBELS FROM BERMONDSEY ABBEY

From the *Gentleman's Magazine*, August 1808.

buildings were hardly laid down at all. The north and west gates of the Abbey, which were still standing in 1822, are represented; the site of the church is laid down, apparently from conjecture, and that is all. He presents the hall both within and without, but does not lay it down upon his plan. The cloisters were, of course, south of the church. The rest of the buildings must be conjectural. The North Gate house led into the Great Close, formerly known as King John's Court, now Bermondsey Square. The West Gate faced Long Lane at the corner of the

Inside of one of the Rooms under the Hall. Bermondsey Abby

A PANELLED ROOM OF BERMONDSEY ABBEY WHICH WAS STILL IN EXISTENCE IN 1811-1812

present churchyard. The Monastery occupied the ground between Grange Walk and Long Walk, and in Grange Walk was the East Gate removed in 1760. The Long Walk, to-day a narrow, poor turning with many old houses in it, marks the passage between the Abbey and its church, and crosses the site of the Conventual Churchyard. Grange Walk, with its old houses running parallel with Grange Road, was so called from the Grange, a farm of the Abbey which stood at its eastern end. Mention is made of a royal palace here, probably that in which Henry II. resided and held his first parliament at Christmas 1154.

After the sixteenth century begins the history of modern Bermondsey. At some period, unknown perhaps in the time of Sir Thomas Pope himself, the tanning industry was started in the parish. The place, to begin with, was eminently fitted for such work, which requires plenty of running water. The ground was not only intersected with streams connected by ponds, but received by means of creeks and culverts an abundant supply of Thames water twice a day. Moreover, there were oak woods in Bermondsey and on the higher ground to the south which supplied bark in plenty. The immigration of Huguenots is also assigned as a cause for the formation of these tanneries.

Another industry was the trade in wool, also carried on in Bermondsey. A few great houses stood for a long time among these new places of industry: among them was especially Jamaica House, said to have been occupied by Oliver Cromwell; it stood at the end of Cherry Garden Street, leading from Jamaica Road to the river. Pepys records a visit to Jamaica House, and also to Cherry Garden close by.

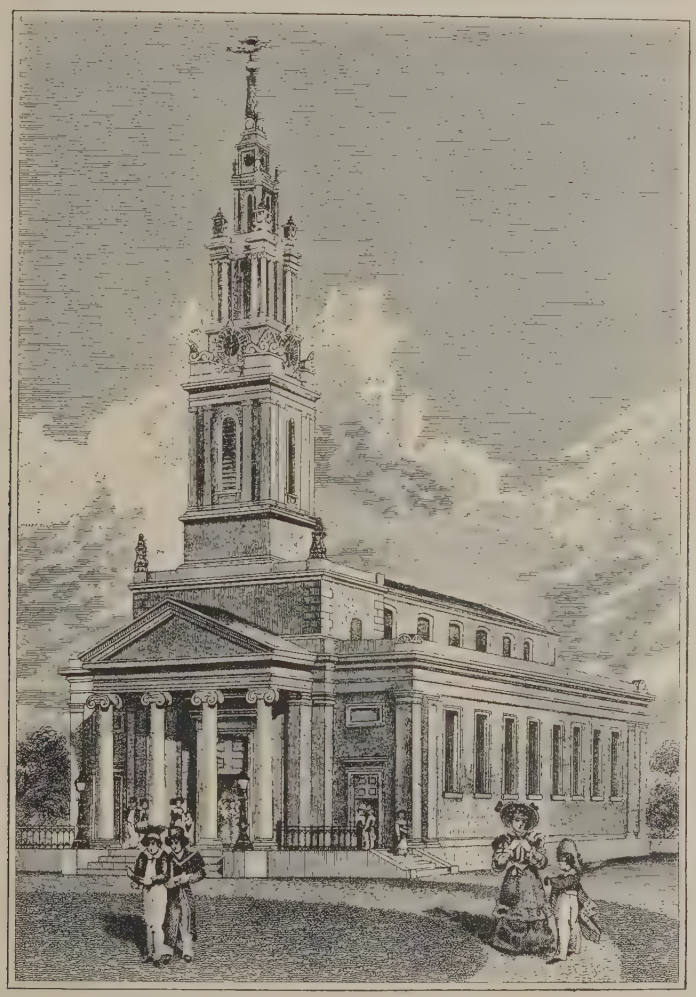
A pleasure garden, with the usual accompaniments, was opened here in 1770 by one Keyse, an artist who exhibited his own pictures—chiefly representing dead-meat and butchers' shops—in the Hall. It was closed in 1800. There was also a botanical garden here established by William Curtis, who lectured on Pottery and wrote *Flora Londinensis* and other botanical works. Joanna Southcott for some time lived in Bermondsey. John Timbs, the antiquary and writer, was also at one time a resident in Bermondsey. The churches, schools, settlements, libraries, and public institutions of Bermondsey belong to the modern parish, and will be found noted in their places.

From Abbey Street to Grange Road, the Bermondsey New Road, till recently known as the Star Corner, has been widened considerably on the eastern side and some new blocks built. There is still considerable vacant land, and the west side still contains many small buildings, including a row of seven quaint tiled cottages at the corner of Decima Street. South of these cottages as far as Rothsay Street was, last century, called the Old Packthread Ground. This New Road to the Old Kent Road is a busy shopping street, wide in places, with many large business premises and a heavy traffic. A costermongers' market is in full swing on the western side of the road, and the inevitable widening has been well begun by the erection of new

shops at the western end, some twenty feet back from the present street line. In Webb Street is a Board School and many fine blocks of dwellings erected in 1892, extending from the main road to Leroy Street, and bounded by lumber and tan yards eastwards to Page's Walk. The smaller turnings to the south are gloomy, dirty, and in bad condition. At Noel Street is Haddon Hall and the Green Walk Mission, established in 1833, surrounded by miserably poor and dirty alleys. Back through narrow alleys to the Grange Road—once called the King's Road—and opposite to Bermondsey Square is the red-brick Bacon's School. Over the gate is a statue of the founder, Josiah Bacon, a merchant of London, whose executors established the school in 1718. The new building was erected in 1891 with a spacious playground adjoining. This road is a busy one, but not very wide; it is paved with wood, well kept, and has a single line of tramway. Most of the houses are still used as dwellings, but many shops have been built. Tan-yards are on the south side almost to the Alscot Road, and in the north from Fendall Street to the Spa Road. Some of the minor streets on both sides are rather poor, but they improve to the east. On the west side are St. Luke's Church, with the Boutcher Schools behind, and terraces of good large houses. Most of these newer houses were built about 1848, but there are many which are older and larger standing in extensive gardens shaded with trees. The Upper Grange Road, a broad wood-paved road with good houses on both sides, runs from here to the Old Kent Road, and is used as an omnibus route from Camberwell to Liverpool Street.

Fort Place (once Berwick Place), an inn known as "The Fort," and an adjoining road with the same name have given rise to a local tradition that here was situated one of the bastions with "four half bulwarks" on the defensive wall built in 1643. (See illustration on p. 51.) The Alscot Road, clean and well-to-do, falls into the Spa Road opposite the Public Baths and Washhouses. Adjoining is the Town Hall, a large brick building faced with stone and possessing an imposing portico, begun in 1880. Farther west again is the Free Library, three stories in height, with a cupola, of red brick, and containing lending and reference libraries, with magazine and large reading rooms. All these public buildings are hemmed in by tan-yards, and the odours of the industry are very pronounced in all of them. Opposite are Carlton Cottages (1847), a long row of small two-story houses, very clean, with little gardens in front, while on the north side, at the Grange Road end, are some artisans' dwellings of the better class erected in 1889, and known as Spa Mansions. This road—originally Ropemaker's Walk—is well cared for, wide, and well built; but between Alscot Road and Amelia Row there are still some very poor and squalid alleys. There are many large establishments situated near this road, two large preserving works, a baking powder and spice manufactory, and a linoleum factory. Spa House and Terrace (1855), and the Spa Tavern at the corner of the Rouel Road, mark

the site of the Bermondsey Spa. The waters, which were chalybeate, were discovered about 1770, a few years before which the gardens had been opened for tea-drinking. The place had quite a vogue, and obtained a licence for musical entertainments in 1784, but in a few years the gardens declined in popularity and were finally closed about 1804. Under the railway and skirting to the



ST. JAMES'S CHURCH, BERMONDSEY.

south of St. James's Churchyard the St. James's Road is reached. This is a wide and busy street from Jamaica Road to the Old Kent Road at the Canal Bridge. The houses are very clean, contain respectable people, and at the upper end were built about 1859. The side streets are good and neatly kept, and the houses in many cases display cards offering rooms to rent. South of the railway arches the roads to the west, though good, contain a poorer class of tenants. The Southwark Park Road crosses the St. James's Road, and it here changes its character to a busy

market street. This is the former Blue Anchor Road, named from the tavern, a once famous old house in the fields that stood at the corner of Blue Anchor Lane. The district to the railway yards is a clean one of tidy streets, neat small dwellings, and respectable people. The Alderminster Road, which bounds the railway yards, is poorer, but clean and respectable. In the centre of this block is Thorburn Square, composed of new red-brick cottages—the best portion of the district—with the small Church of St. Anne and a hall in the square. At the corner of Reverdy Road and the main road stands an old-fashioned parish pump now out of date, but showing that water mains are not very old here. In Monnow Road is a large Board School, with another opposite Balaclava Road, and a third off Linsey Road. Eastwards from St. James's Road the Southwark Park Road changes to a busy shopping street with long lines of barrows and hawkers at the kerb. Cheap shops, with much display, cater to a cash trade, and provisions are the principal stock. In the Galley Wall, a wide, neat, and closely-built street, is the Manor Chapel and another Board School. This was sometimes known as the Manor Road, and its present peculiar name may be a reminder of the time when this district, being marshy and abounding in watercourses, possessed a quay or wall at which galleys were moored.

Passing the Lynton Road with its long gardens to the houses and the big material yard of the National Telephone Company, the Rotherhithe New Road is reached. Some of the houses in this street are dated 1864, and facing them behind a high wall are the great yards attached to the goods station of the Bricklayers' Arms. Skirting these through a region of clean, new, two-story houses, St. James's Road is reached again. Here all is bustle. Hundreds of carts, closely following each other, all filled with dry rubbish, mainly from excavations, are passing into the southern yards and depositing them on acres of allotments, formerly owned by the railway men. A deep depression between this point and the New Road is being levelled so as to make room for many more railway sidings and another goods yard. The St. James's Road rises here, and crossing the yards slopes away again to the north. Going still westward along the wall, with glimpses through the gates of busy railway work, the Upper Grange Road is reached. Here steps lead up to the Viaduct, which has left the houses far below it on either side, and from the bridge a glimpse is obtained of the sheds and warehouses of the railway company, with long lines of trucks and busy engines panting up and down the network of shining rails. Upper Grange Road contains many good houses, and at the south-east corner in a large double house is a Police Station. More tan-yards are behind Willow Walk, and in Grimscott Street are two factories and a foundry. On a large vacant spot at Page's Walk a miniature fair is in progress, and to the north the Walk is narrow and crowded. Towards the Old Kent Road on the south side of what was Swan Street are small cottages. Facing these are large timber-yards, and then come the

four palatial blocks of the Guinness Trust Buildings, built during 1894-1895. These are without exception the most beautifully-built and cared-for blocks in all London, and shelter a great number of very respectable people. West again is a large new Board School in an extensive playground with the temporary school buildings still in use, and opposite at the corner is the entrance to the great freight station of the Bricklayers' Arms. Built on the site of market gardens, bought by the South-Eastern Railway in 1843, it was intended for heavy goods traffic, but until Charing Cross Station was built was also the place of reception for foreign potentates. To it were brought the Duke of Wellington's remains in 1852 on the way from Walmer to St. Paul's Cathedral. A constant stream of heavily-laden wagons passes in and out of the station, and from here to the Bermondsey New Road the Old Kent Road is very busy both with vehicles and pedestrians, while even the gutter is closely packed with stalls that carry on a big trade.

On the west side of the road are the large buildings of the Deaf and Dumb Asylum, founded in 1792 and rebuilt in 1888. They stand well back from the road, with fine trees in the forecourt, where the London sparrow congregates and fills the air with immelodious chirping. The streets on the western side back to the borough line are generally small and dirty, but there are a few exceptions where the newer houses built on the site of Lock's Fields are clean and well kept. Near the corner of the New Kent Road, on the south side, stands the "Paragon," a crescent of well-built houses standing in pairs with a welcome open space in front, where grass and several trees break the monotony. These houses, built in 1795, still have long gardens behind with a mews beyond. In 1800, all to the south of this spot was open fields with a few scattered houses here and there, and the eastern side of the Old Kent Road was almost bare of dwellings. South of the Bermondsey New Road was mainly gardens with rope walks behind the buildings that fringed it. Union Crescent has small houses of three stories with little gardens in front and a strip of open ground to the main road. Alongside, through an iron gateway, is the Pilgrim Church, erected as a memorial of the Pilgrim Fathers, and formed in 1592. Behind this is Buckenham Square and a street of clean small houses erected in 1828 on what was known as "The Toll Acre," and close to which, at the end of Tabard Street (Old Kent Street), St. George's or Southwark Bar—a toll gate—is said to have stood. Between Buckenham Square and Great Dover Street is St. George's Burial-ground, with two small gate-houses erected in 1792 at the entrance. This ground, small as it is, has been laid out with walks and seats, and is well used. Facing this, near the new shops across the way, is the one-mile stone from London Bridge. Since the making of Great Dover Street and the change of the Bridge site, this stone has evidently been moved farther south, as the old maps place it opposite the old Bull Tavern. This once well-known house stood on the south side of a watercourse—spoken of as Canute's Trench—which, forming

a large pond here, had the Lock Hospital on the opposite bank. This house was founded by the Hospital of St. Bartholomew for lepers, and gave its name to the Lock Fields on the south of the New Kent Road, and the arms of St. Bartholomew on the houses show the owners to-day. The stream which flowed across the Kent Road (Tabard Street) turned to the south, and after a few yards again turned off parallel with the Bermondsey New Road, and meandered through fields and tenter-grounds towards the river. A bridge was built on this stream, probably about the middle of the fifteenth century, by the monks of Bermondsey, who were Lords of the Great Liberty Manor of Southwark. The bridge is now part of the sewer system, the brickwork being built up to it on both sides, and when seen a few years ago was found to be perfect, but was again covered up. Drawings were made of it and measurements were taken which give it a width of 20 feet, with an arch of 9 feet span, the stone of which was in good condition.

At the foot of Kent Street and near the Lock Hospital a redoubt with four flanks was erected in 1643 to command the Kentish Road. Off the eastern side of Tabard Street are many small streets containing poor people, and turning into Weston Street many more are found. As far north as Staple Street all the alleys and small streets are bad, with a poor casual population, dirty, and in some cases full of the worst kind of characters. Lansdowne Place and Law Street, straight terraces of small two-story houses—built from 1822 to 1828—are specimens of the district, the homes of costermongers and hawkers, full of dirty children, and with the roadways blocked with barrows, baskets, and the material of their stalls. The western side of Western Street is mostly composed of small new houses of three stories, many more of which are now being erected. Rephidim Street is also new on the eastern side and between these two is a Board School. The eastern side of Western Street is being gradually torn down and the new buildings set back about fifteen feet. The junction of Western Street and Rothsay Street—the old Green Walk—is still locally called the "Halfpenny Hatch" though the fields have long been built over. At Elim Street are many large factories, and in Minto Street is a vast jam factory. Long Lane is busy, with small houses and shops and towering warehouses gradually filling up both sides. Many very poor alleys are on both sides of this street, those on the north being the worst. Tan-yards, cartage contractors with large yards, wheelwrights, leather-dressers and many odd trades are here, and near the eastern end on the south side is a small asphalted open space, used by the children as a playground, which a stone in the wall describes as the Long Lane Burial-ground, the property of the Six Weeks' Meeting of the Society of Friends, opened in 1697 and closed in 1855. It was made public in 1896. As there were no gravestones, the positions of the bodies being determined by numerals on the south wall and letters on the northern one, the ground was soon laid out and is a popular play-ground for the local children.

In Long Lane there is a public-house with the probably unique sign of "Simon the Tanner," and all through the leather district many of the tavern signs allude to the ruling trades, such as The Fleece, Jolly Tanners, Horns, Woolpack, Fellmongers' Arms. Chapel Place contains Southwark Chapel, built in 1808, in a queer out-of-the-way square full of large old houses standing in deserted gardens. Behind these, and reaching through to Tabard Street, is a network of dirty poverty-stricken courts. Crosby Row is also full of such turnings with very narrow entries. Towards the Borough, Long Lane makes a bend and contains many wholesale places, larger shops and factories. This portion of the street to Crosby Row was at different times Church Lane, White Street, then Ivy Lane, and was finally merged into Long Lane.

PART OF HIGH STREET, BOROUGH, SHOWING THE POSITIONS OF SOME OF THE OLD COACHING INNS AND THE SITE OF THE MARSHALSEA PRISON

The Church of St. George stands at the western end with the churchyard thrown open to the public and greatly used as a short cut to the High Street. This is a very old church site, and mention is made of a former church having been given by Thomas Arderne to the Monastery of Bermondsey in 1112. The old church, becoming ruinous, was taken down and the present one commenced in 1734, and finished in 1736. On the northern wall of the churchyard are attached large signs which inform the reader that this was the site of the Marshalsea Prison made famous by Charles Dickens in *Little Dorrit*. The ground is now covered by a hardware manufactory. High Street, Borough, has much heavy traffic, being on the direct road from London Bridge, and on the eastern side is honeycombed with little alleys. To the north of the church is a dirty little passage unfittingly named Angel Court. A range of boarded-up shops and high walls is on the south side running through into Collier's Rents, also a narrow lane

with some stables, a Mission Hall, and a few poor houses in it. Near the mouth of this Court stood the White Lion, originally an inn, but turned into a prison about 1558, and reported as ruinous in 1681. To the north of this site stood the old King's Bench Prison where Layton's Buildings now stand and the contour of which gives an idea of the shape of the prison. In 1758, when the new King's Bench was built between the Borough and Southwark Bridge Roads, the old Borough Jail—on the White Lion site—became the county prison, and in 1811, after the building of Horsemonger Lane Jail, the county magistrates sold it, and it became the Marshalsea. North of this is Layton's Buildings, bearing the name fixed in the walls on two artificial stone tablets made in Coades factory in Lambeth in 1799—the first of its kind in England. This yard is roomy and clean, and full of old houses with small gardens, wooden-fronted warehouses, and on the right a large house with bay windows and a tall peaked roof. A lofty wall, part of the old King's Bench Prison, still stands, and within is a large timber-yard and buildings. Nearer King Street is Layton's Grove, narrow and filthy, full of small houses, stables, and costermongers' barrows, with washing strung over the pavement. The entrance is very low under a house supported on heavy beams and the people are very poor. Half Moon Yard contains a hotel and restaurant with stables running far back. Blue-Eyed Maid or Chapel Court is lined with old shops and substantial houses and contains a Mission Room. Mermaid Court, once the site of the original Marshalsea, is now full of warehouses.

BERMONDSEY FAIR

The following lines sum up all the features of the Fair—the stalls, the trade, and the shows. They tell us :

How pedlars' stalls with glittering toys are laid,
The various fairings of the country maid.
Long silken laces hang upon the twine,
And rows of pins and amber bracelets shine ;
How the neat lass knives, combs, and scissors spies,
And looks on thimbles with desiring eyes.
Of lotteries next with tuneful note he told,
Where silver spoons are won, and rings of gold.
The lads and lasses trudge the street along,
And all the fair is crowded in his song.
The mountebank now treads the stage, and sells
His pills, his balsams, and his ague-spells ;
Now o'er and o'er the nimble tumbler springs,
And on the rope the venturous maiden swings ;
Jack Pudding, in his party-coloured jacket,
Tosses the glove, and jokes at every packet.
Of raree-shows he sung, and Punch's feats,
Of pockets picked in crowds, and various cheats.

Other important fairs in these days were those of Charlton and Greenwich. The former, held on St. Luke's Day, October 18th, was a Horse Fair; and it was held on St. Luke's Day because the horned ox is a symbol of St. Luke. The people went to Charlton by boat; they went by thousands; it was a day of mad merriment; every stall was decorated with horns; even the gingerbread was stamped with a horn; all the people put on horns; there was a burlesque procession in which men dressed up as women; those who remember the significance of the horns—the symbol which was quite apart from St. Luke—will understand the kind of merriment which was hallowed this day. The procession was discontinued in 1768, but the Fair went on till 1871.

On Whit Monday, Greenwich Fair was held. The day was for the spring what Charlton Fair was for the autumn. The amusements consisted of two parts—the first, playing in the Park, where there were races and sports; the second, the fun of the booths and the shows.

The former began early in the forenoon, and went on until the evening. The people came down from London in boats for the most part, and by the Old Kent Road in vehicles of every description, or even on foot for the whole five miles. If it was a fine morning the park was filled with the working classes, and the young men and maidens belonging to the working classes. The sports were primitive; the favourite amusement was for a line of youths and girls to run down hill hand-in-hand. The slope was steep, the pace was rapid; before long half of them were sprawling headlong or rolling over and over, with such displays and derangements as may be imagined. Or there were games of kiss-in-the-ring and thread-my-needle; or there were sailors showing the Cockneys how to dance the hornpipe; men with telescopes through which could be seen the men hanging in chains on the Isle of Dogs, or St. Paul's Cathedral; or there were the old pensioners telling yarns of the battles they had fought, especially the Battle of Trafalgar, when to every man, as it seemed, Fortune had caused the hero Nelson to fall into his arms. Outside the Park the street was filled with booths where, as at Lady Fair, everything which was worthless could be bought, including gingerbread. There were theatrical booths, shows of pictures, pantomimes, Punch and Judy, exhibitions of monsters, dwarfs, giants, bearded ladies, mermaids, menageries of wild beasts, feats of legerdemain, fire-eaters, boxers and quarterstaff players, cock-fighting, and every other conceivable amusement. In the evening, besides the theatre, there were the dancing-booths. The same cause which led to the suppression of the Lady Fair brought about that of Greenwich Fair. It was suppressed, I think, about the year 1855. I myself saw it in 1851, but only in the afternoon, when it was already, I remember, a good-natured crowd playing horse-tricks upon each other and making a noise, which, with the bellowing of the show-folk, the blaring of the bands, the cries of the boys and girls on the merry-go-rounds, and the roar of the crowd, one will never forget. For my own part I am of opinion that the noise was the worst part of the fair; that what went on in the evening would have gone on just as much outside the Fair as in it; and that it did very little harm to let people enjoy themselves in their own way, which was a coarse, somewhat drunken and somewhat indecent way" (*South London*, pp. 189-90).

The last house on the east in Stoney Lane was the town house of Sir John Fastolf. This stout old soldier had a house on the embankment east of the Bridge. He went to live there on his return from the French wars, after fighting continuously and holding every kind of responsible appointment for forty years. It was a time when the ill-success of the English inclined their leaders to accuse each other of

treachery and of cowardice. Shakespeare no doubt represents the popular opinion of the time when he makes Fastolf an actual coward on the field. He was accused of cowardice at the battle of Patay, but demanded an inquiry, obtained an acquittal and did good service afterward. However, in the public mind he was considered as the principal cause of the continual disasters. He came home, then, at the age of sixty, to pass the evening of his days in retirement, but not obscurity. He occupies a considerable part of the *Paston Letters*. There is, in fact, no figure in mediæval history which is so clear and well drawn as that of Sir John Fastolf. This being the case, it is remarkable to find his character drawn with so little critical judgment. Because one of his servants calls him "cruel and vengeful," it is assumed that he was really so. Now, before branding a man with these adjectives, it would be well to find out who first assigned them to Sir John, under what circumstances, and what was the man's own character. He is also called litigious, because he defended his rights —if they were his rights, it was laudable to defend them; it is objected that he persisted in urging certain claims he had against the Crown—if these claims were just, why should he not urge them? For my own part, I think that since we cannot find out the character of the servant who thus accused his master, we can only fall back upon the facts of the time. They were these:—

It was a time of great lawlessness. Quiet country people had to fortify their houses and to arm their servants with crossbows and pikes. Landmarks were removed; rights of hunting and fishing were violated; the courts of law were in the hands of certain persons of whom justice could not be had. On the other hand, this old soldier, after forty years of camp life, with its discipline, obedience, and rough-and-ready justice, came back to England a stern, hard man; one who expected honest service of his people, and one who would not brook the treatment on his country estates which weaker men meekly endured. There was nothing to blame in the defence of his property. Nor can one blame him for pressing his claims, if he had any, on the Crown. There is a story about his selling the wardship of a boy. Now wardship meant the care and management of the ward's affairs while in his minority. If the property was large, the guardian might derive great profit from the post. It was quite common to consider a wardship as actual property which might be bought and sold. If Fastolf sold the wardship of Stephen Scrope, the latter sold the wardship of his own daughter. One can hardly blame the old knight for doing what everybody else did. In other words, if we bring nineteenth-century ideas to bear upon fifteenth-century customs, we can find in Fastolf all kinds of evil qualities. If we judge him by the standard of his own times, he was more masterful than most; he was an old soldier and an old governor; he was a hard master and a stalwart defender of his own rights. It was not, however, a time for the feeble and the gentle and the benevolent to prosper.

Fastolf, then, had large possessions in Southwark: "The High Bere House,

le Bore's Head, and le Harte Horne, Water mills; Dough mills; tenements and gardens called Walles and le Dyhouse." On the outbreak of Cade's rebellion Fastolf, whose followers formed a garrison of his house, proposed to give them battle. The battle of London Bridge is spoken of in another place. By the advice of Payn, Fastolf withdrew to the Tower, whence he had the pleasure of watching the sack of his house by the rebels. He then left Southwark and retired to Norfolk, where he built the great Castle of Caister, in which he presently died. It may be noticed that he had a service of ships sailing between Yarmouth and his house at Southwark for the supply of his household with provisions. This practice was no doubt common with other large landowners, and it partly explains how London was supplied with provisions.

Rendle gives the name of three Fastolfs belonging to Southwark in this century. They were in no way distinguished. Perhaps the family came originally from Southwark. Or the three may have been younger sons who came to London in search of fortune.

The outlying parishes composing the rest of South London will be treated in another place.

Bermondsey, already mentioned, is Bermund's ea, but nothing is known about Bermund. The place was one of the many islets of the Marsh. Like the rest of South London, Bermondsey has been built over in recent years; it was formerly and is still the centre of the leather trade. Apart from the Abbey and the Holy Rood, considered elsewhere, Bermondsey has little history. It is now a place of a thousand industries; no busier place can be found anywhere, but there is nothing to see in its streets and lines of factories and buildings. There was a chalybeate spring here and a pleasure garden called the Bermondsey Spa kept here from 1770. The pamphlet called "A Sunday Ramble" gives a notice of Bermondsey, and the pictures of butchers' shops, dead meat, and other objects which were exhibited near Jacob's Island, described by Dickens in *Oliver Twist*. It was in Jacob's Street, between London Street and Bermondsey Wall, on the east side of St. Saviour's Dock. The Dead Tree public-house in Wilkinson's plan is probably the ancient place of punishment of Bermondsey Manor.

Newington, or Newington Butts, is the parish south of St. George's. The name of its principal street, Newington Causeway, is one of the few surviving names which preserve the memory of the Marsh. It included the prison called Horsemonger Lane Jail, which was erected under the advice of John Howard. Leigh Hunt was confined here—1812-1814—for a libel on the Prince Regent. Lord Byron and Moore dined with him in the prison. There appears to have been a theatre during the last years of the sixteenth and the beginning of the seventeenth centuries, of which Philip Henslowe was the manager. The only evidence is the existence of a diary kept by Henslowe, from which it is certain that plays were acted here, and the presumption

is that they were acted in a building and not in the open air. Michael Faraday was born at Newington, September 22, 1791.

Walworth lies on the east of Newington. The name, coupled with Ptolemy's assertion that London was in Kent, has given rise to a belief that a wall stood here which enclosed ancient London. It is only necessary to point out that the place was a marsh, and that a city could never, at any time, be planted in a marsh. In 1745 Rogers shows Walworth as a mere hamlet containing a few houses in the midst of fields and commons. Wheatley says that it contained two commons, Walworth and Lowinmoor, the former of forty-eight acres, the latter of nineteen. Rocque also mentions Dolles Common.

Rotherhithe, commonly called Redriff, was formerly part of the manor of Bermondsey. It consisted, until recently, of one long line of houses, sometimes only one line and sometimes double, on the embankment, and facing the river. There were several old docks here of which one or two still remain. At the back of the houses were fields and ponds. The construction of the Commercial Docks cut a large slice away from the fields, which have since, except for Southwark Park, been built over. But a little of the ancient picturesque street by the river still survives in old manors, river-side taverns, stairs, and docks. There are still narrow alleys leading into courts containing cottages and gardens ; there are boat-building yards and curious and interesting bits and corners which make Rotherhithe Street well worthy of a walk from the church all round the docks as far as Deptford.

CHAPTER IV

LAMBETH

The parish of Lambeth is one of the largest in England, being 18 miles in circumference; in length, about 6½ miles; in breadth, about 2 miles. It contained, in the seventeenth century, 1261 acres of arable land, 1026 of pasture, 13 of osier, 37 of garden ground, and 150 of wood. There were nine commons in this extensive and thinly-populated parish. Of these commons the only one which survives is Kennington Common, now Kennington Park; the rest are all built over and forgotten.

The northern part of the parish, that on the Marsh, was formerly full of wild birds and game. Thus in the year 1563 a licence was granted to Dr. Perne, Dean of Ely, who had a residence at Stockwell, to appoint one of his servants to shoot "with crossbow, hand gun, hacquebut, or demy hack, all manner of crows, cormorants, kites, puttocks, bastards, wild swans, barnacles, sea fowls, fen fowls, wild doves, small birds, teals, wots, ducks, and all manner of deare, red, fallow, and roo."

There were five manors in the parish, viz. Lambeth, Kennington, Vauxhall, Stockwell, and Levehurst.

The manor of Vauxhall has passed through many hands. It was given to Baldwin, son of William de Redvers, sixth Earl of Devon. The estate passed into the hands of his successors, including Adeline, daughter of Isabel, sister of Baldwin, eighth Earl. She married Edmund Plantagenet, but had no children. Isabel left her estates to the Crown. It came to Edward the Black Prince, who granted it to the monks of Canterbury. On the Dissolution, Henry VIII. gave it to the Dean and Chapter of Canterbury. The manor-house was afterwards called Copped Hall. Here Arabella Stuart was confined for a time. Ambrose Philips, the poet, died in his lodgings at Vauxhall on June 18, 1749.

The history of the manor of Stockwell overlaps in part that of Vauxhall. Among the owners of the name were the canons of Waltham Abbey; Robert, Earl of Moreton; Richard de Redvers, Earl of Devon; Margaret, heiress of Warren Fitzgerald; Isabel, wife of William de Fortibus, Earl of Albemarle; Juliana, wife of Thomas Romayne; Roesia, wife of John Burford; Catharine, wife of Sir Thomas

Swynford; John Wynter; Ralph Leigh; Henry VIII.; Sir John Thorncroft; Lord Montagu; the Lamberts and the Barretts.

In 1775 one John Angell bequeathed a large sum of money for the purpose of founding a college for decayed gentlemen. There were to be seven of them who

A Map of the Surrey Side the Thames from Westminster Bridge to the Borough. With a Plan for laying out the Roads, to BLACK FRYARS BRIDGE.

LAMBETH AND ST. GEORGE'S FIELDS ABOUT THE YEAR 1760

The numerous water-courses reveal the marshy condition of the land.

would be called upon to prove gentility by three descents; they would be provided with a chapel, two clergymen, an organist, six singing men, twelve choristers, a chapel clerk, a butler, baker, and groom. The college was to be built on a field called Burden Bush. Unfortunately the will was disputed, and the college, which would have been as interesting as that of Morden on Blackheath, was never built.

The manor of Levehurst cannot now be traced.

There were other manors in the parish, as that of Bodley and of Lambeth Wyke. Lambeth has been variously written at different times. The earliest record extant in which it is mentioned is a charter of King Edward the Confessor, dated 1062, confirming the several grants of the founder and others to the Abbey of Waltham, Essex; and amongst others, "Lambe-hithe, with all fields, pastures, meadows, woods and waters thereto belonging." In Domesday Book it is written Lanchier—a probable error in transcribing—and old historians and documents spell the name in many different ways. The etymology of the word is maybe from *lamb*, a lamb; and *hythe*, a haven; but it is commonly accepted as Lam-Hythe, *i.e.* "Place of Mud." The explanation is unsatisfactory, because so small a part of the parish can be properly so described; only, in fact, the northern portion, which lies in the South London marsh. The marsh land was reclaimed from the river by embanking, the principal dykes being the Narrow Wall, now the Belvedere Road, the Broad Wall on the east, and the causeway along the line of the present Lower Marsh. Since then this "village chiefly inhabited by glass-blowers, potters, fishermen and watermen" has steadily grown till now the whole is closely covered with dwellings and factories. The glass-blowers, fishermen, and most of the watermen have disappeared, but pottery has made great strides. The poorer houses are giving way everywhere to larger ones, and in many cases to blocks of fine industrial dwellings; the streets are better paved and kept, and the class of dwellers is improving.

Looking at the crowded streets of Lambeth and Vauxhall, it is hardly credible that less than a hundred years ago the whole district west of Blackfriars Bridge Road was covered with pleasure gardens, orchards, nurseries, tenter-grounds, ponds, and ditches. The old embankment ran along the river-bank; it was shown as "Narrow Wall," but on the river side a certain breadth of free shore had been reclaimed. St. George's Fields were laid out as a kind of park and crossed by roads. Lambeth contained the Palace, the church, and two or three rows of houses. The place itself has an ancient history, and associations with many persons notorious or illustrious. The manor of Lambeth was granted by Goda, sister of Edward the Confessor, and wife of Eustace, Count of Boulogne, to the Bishopric of Rochester. In 1197 the Bishop of Rochester gave Lambeth to the Archbishop of Canterbury in exchange for the manor of Dartford in Kent, reserving a piece of ground on which to erect a house. The Archbishop proposed to found on this spot a college of secular canons, but in consequence of opposition from the monks of Christchurch, he desisted and converted the buildings into a palace for himself and his successors. The Bishop of Rochester's house stood on the east side of Lambeth Gardens, on the site of Carlisle Street and Hercules Walk. The Bishops of Rochester lived in this house till 1540, when they gave it to the king in exchange for the house beside

Winchester House in Bankside. Henry gave it to the Bishop of Carlisle in exchange for a house in the Strand, and until it was pulled down in 1827 it was known as Carlisle House. The Dukes of Norfolk had a house in Lambeth. Among the names connected with the place are those of Forman the astrologer, and Francis Moore, famous for his *Almanac*. In South Lambeth the Tradescants had their museum and their equally famous garden. The following is their epitaph in Lambeth Churchyard :—

> Know, stranger, ere thou pass ; beneath this stone,
> Lye John Tradescant, grandsire, father, son ;
> The last dy'd in his spring ; the other two
> Lived till they had travelled Art and Nature through,
> As by their choice collections may appear,
> Of what is rare, in land, in sea, in air ;
> Whilst they (as Homer's *Iliad* in a nut)
> A World of wonders in one closet shut.
> These famous antiquarians that had been
> Both Gardeners to the Rose and Lily Queen,
> Transplanted now themselves, sleep here ; and when
> Angels shall with their trumpets waken men,
> And fire shall purge the world, these hence shall rise
> And change this garden for a paradise.[1]

The first of the name was a Fleming ; he was gardener to Charles the First. He was a great traveller and introducer of new plants and trees. He was also a collector of rarities, in which pursuit he was followed by his son. The first Tradescant died in 1657 ; the second in 1672, after the death of his son. The collection was bequeathed to Ashmole, and forms the nucleus of the Ashmolean Museum. Their house stood in the Lambeth Road.

A house on the river-side was called Guy Fawkes' House ; it is said to have been leased to Kayes, one of the conspirators. A certain association of Lambeth with notorious criminals was in Rochester House itself, where a cook, named Robert Roose, or Rose, attempted to poison the Bishop, who escaped, but two of his servants died, and many others were poisoned, but recovered. The man was found guilty and sentenced to be boiled to death—the only instance, I think, of this terrible punishment in England. But no mercy was ever shown to the prisoner. The end of Rochester or Carlisle House was as a tavern, a disorderly house, a dancing-master's house, and a school. It was pulled down in 1827, and its site covered with Allen and Homer Streets and parts of Carlisle Lane and Hercules Buildings.

Lambeth was the last place of residence for the Thames fishermen. They were formerly a considerable colony ; they lived along the Strand and on Bankside ; they were driven from the Strand by the erection of the nobles' houses ; they took refuge

[1] Chambers's *Book of Days*, ii. p. 686.

at Charing Cross; they were again driven from this place by the erection of more great houses; they then crossed the river to Lambeth, where they remained until their extinction about the year 1830.

The river-side from the Broad Wall next to Westminster Bridge is at the present date lined with large wharves, mostly of great depth, some of which include basins in which the barges are worked, whilst the majority only have the river frontage clear, the grounds being chiefly covered with buildings or merchandise. Commercial Road is a wide thoroughfare containing many large timber-yards. Constant

THE HOUSE ON THE RIVER AT LAMBETH CALLED GUY FAWKES' HOUSE

From a print published in 1822.

lines of heavy wagons unload their contents of refuse through shoots into barges which take their cargoes down the Thames, where it is made use of for filling in low-lying lands adjacent to the river. Opposite Cornwall Road—so named from the land belonging to the Duchy of Cornwall, and formerly known as Morris's Causeway—is an immense storage warehouse for frozen meat from abroad, and elsewhere are iron wharves, with those for cement, brick, ballast, tile, and a general wharfinger's business all along the front. Many of these buildings are new, but some are old and in a ramshackle state. Facing these wharves are dwellings tenanted by workers in this district, and from here to Stamford Street the streets are small, dirty, and disreputable. Near Waterloo Bridge is a shot tower, now used by a distiller, which figures in many old prints of Lambeth from the river. Here Bond Street

takes a sharp turn to the north, passing large timber-yards, the Waterloo Flour Mills, and under the arch of Waterloo Bridge enters Belvedere Road. At this large timber-yard the old narrow wall formerly skirted the river-bank to the east, but it was closed up about 1746 and absorbed into the wharves, and the sharp bend at Bond Street made into the newer Commercial Road, which cut across a large bowling-green. Where the flour-mills now stand was Cuper's Bridge, a landing-place and stairs for Cuper's Gardens. A tree-lined wall led from the river to this well-known resort, which stretched from Rowley Place on the west

STAMFORD STREET, LAMBETH, LOOKING WEST

The towers of Westminster Abbey appear in the distance

side of the bridge to Bond Street on the east and south, almost to St. John's Church. Known by the nickname of Cupid's Gardens, they were in 1636 the gardens of Thomas Howard, Earl of Arundel, and were leased by Lord Arundel to Boydell Cuper, his gardener. They were ornamented with statues, the refuse of the collection brought by Lord Arundel from Italy. At the end of the seventeenth and beginning of the eighteenth centuries, the Gardens were famous for their fireworks and music. A handbill of Ephraim Evans, at one time proprietor, reads: "*N.B.* There is a back way leading from St. George's Fields, where proper attendance will be given and due care taken for watchmen to guard those who go over the fields late at night." The Gardens were finally suppressed in 1753, and Beaufoy's vinegar factory was built on most of the site, but gave way later when

the ground was needed to make an approach to Waterloo Bridge. When the foundations of St. Paul's Cathedral were being excavated great quantities of the rubbish were dumped here to fill up the low ground.

Near Cuper's Bridge, or Stairs, formerly lay at anchor—except during the winter—*The Royal Diversion*, commonly called *The Folly* (probably from the foolish things enacted on board). It was a timber building erected on a strong barge in which were musical entertainments and dancing. It took its name from Queen Mary, who is said to have honoured it with her presence. From being a fashionable resort, it gradually deteriorated, and the ship was ultimately broken up for firewood.

Waterloo Bridge was originally named the Strand Bridge. It was begun by a public company in 1811, and opened on the anniversary of Waterloo in 1817 by the Prince Regent, the engineer being John Rennie. Built of stone, with nine arches, its entire length is 2456 feet. Of this the bridge and abutments cover 1380 feet, the Strand approach 310, and the Surrey side, which is supported on arches, 766 feet. The entire cost was £1,050,000. In 1877 the Metropolitan Board of Works purchased it, and on October 8, 1878, it was opened free of toll. From the Bridge the wharves of Commercial Road can be seen projecting far into the river; craft of every description lie alongside, and great mud flats stretch at low tide 100 yards from the bank. At the Bridge Stairs is a float with a few boats to let, a relic of the vanished watermen's craft and plying-place. The contrast of the north and south sides of the river seen from this point is nowhere more remarkable. On the left is spread out in all its magnificence the great range of buildings from Somerset House to St. Paul's Cathedral, while facing it are the low, dirty, and half-derelict wharves looking on to a welter of black mud except at high tide.

From the bridge to Stamford Street the roadway is built on arches, which are let for purposes of storage or as workshops. On the east side is the Royal Hospital for Children, founded in 1816, and enlarged in 1875. Stamford Street is one of the ugliest and most sordid streets in London. It is full of dirty so-called hotels and disreputable apartment houses, and is the head-quarters of theatrical and music-hall agents. This neighbourhood, offering cheap accommodation and being near the theatres, has attracted many poverty-stricken actors waiting for engagements, so it has been called "Misery Junction." Waterloo Bridge Road from here towards the Obelisk is a broad road flanked by bad architecture, and noisy with omnibuses, trams, cabs, and heavy vans. The shops, owing to the poor and transient custom, are of a cheap kind.

Opposite Waterloo Station stands the Church of St. John, built in 1823, at a cost of about £18,000, on a foundation of piles of brick and stone. The vaults are used by a neighbouring firm of printers as storerooms. The churchyard, with fine plane trees, is open; there are many seats, and it contains a gymnasium in one corner

for the children. To the east in Princes Street is the Church of St. Andrew, with schools and a mission hall. Many large factories are in these smaller streets, with some timber-yards, a constant source of danger in such crowded places. All the district is composed of small narrow streets, some very clean, others just the opposite. Many tenement houses have been erected round in place of the old houses, but several of the streets are urgently in need of rebuilding.

Cornwall Road is a wide busy street, containing a large varnish factory, and many small businesses, but the houses, many of which stand lower than the street,

ST. JOHN'S CHURCH, WATERLOO ROAD, LAMBETH, IN 1827

The architect was F. Bedford.

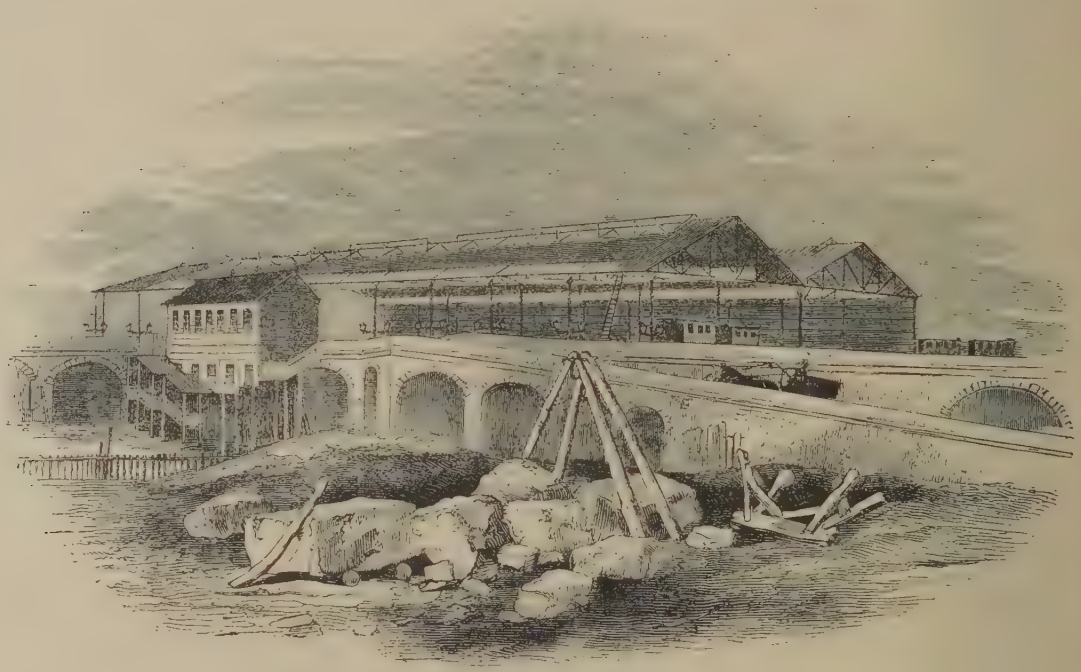
are poor, and the alleys dark and unhealthy. Windmill Street, named from the windmills formerly standing here, is fairly kept, but Eaton Street is very bad. The New Cut is to the south, a noisy, broad street, lined with gaudy, cheap shops, with flaring, resplendent public-houses, a loud-tongued market at the pavement's edge, and crowds of loafers, male and female, at every corner and lamp-post. Provisions of every kind predominate in the street stalls, fish and eel shops abound, while a large crowd constantly surrounds the cook-shop windows. On the barrows in the road every sort of second-hand bargain is to be found, with quantities of cheap knick-knacks and jewellery for sale by Russian and Polish Jews. On the south side of the Cut, facing Marlborough Street, is the large workhouse of St. Saviour's Union ; most of the adjacent streets are narrow, with small houses and a very poor

population. At the junction of Webber Street—a fairly respectable street—and the New Cut is the large Victoria Hall. Originally the Royal Coburg Theatre, opened in 1818, and named after Prince Leopold of Saxe-Coburg, the husband of Princess Charlotte; it was built upon foundations composed largely of the stones of the old Savoy Palace in the Strand, removed when that building was cleared away to form Lancaster Place. Many notable actors have appeared in this house, amongst others Edmund Kean, Booth, and Buckstone. Grimaldi also played here. In 1833 the name was changed to the Victoria Theatre. In 1834 Paganini made his last public appearance in this country on this stage. The house gradually deteriorated, and after being sold was taken for a time by the Salvation Army, and now, as the Victoria Hall, is used for penny science lectures, cheap opera, and concerts, and the large vestibule is turned into a Coffee Palace. Adjoining in the Waterloo Road is the fine building of the Samuel Morley Memorial College for working men and women. This main road south consists of a poor class of shops, small, and chiefly standing well back from the pavement, with a few private houses still among them. The side streets off Oakley Street, and the alleys of this road are poor and dirty, and contain a large casual and transient population who are responsible for the condition of the streets at night with their drunkenness and vice. All through Lambeth the authorities have been busy changing the names of streets, so that fully one-third of the old names have been altered in some way. Many of the names used are those of former inhabitants, well known in connection with the borough, and those of previous Archbishops of Canterbury. West of the New Cut is Lambeth Lower Marsh, the mere name of which conveys the idea of its condition a very few years back. Lambeth is only some 12 to 15 feet above the river, and is occasionally inundated when the Thames rises. Although wide at the eastern end, this street narrows considerably towards the west, and is lined with almost the same style of shops as the New Cut. The public-houses here are of the most flamboyant type, appealing to the eye with great show. On the north side is a Free Public Library, with lending department, magazine room, and a fine spacious hall for newspapers. In Lancelot Street are the large excavations and approaches to the Waterloo terminus of the underground electric City and Waterloo Railway. On the north side of the street rows of small cottages have been razed, where hoisting works and great gangs of navvies are at work. The tunnels and cuttings have been made through the finest kind of gravel, great quantities of which are used by the Company itself, the remainder bringing in a good price from outsiders.

Northward is a poor array of narrow streets and many miserable collections of dilapidated houses to Aubyn Street. From there to the York Road, Waterloo Station covers the entire area. When the South-Western Railway was first brought from its then terminus at Nine Elms in 1848, all this region was covered with small streets which have been gradually obliterated by the spreading station with its main

and branch lines and approaches from the Waterloo and York Roads. The cost of bringing the line from Vauxhall, two miles distant, was £800,000, and it is carried on arches all the way. The station is one of the most important in the Metropolis, and has a constantly increasing traffic. It is the only London terminus which is free to all cabmen on payment of one penny.

Nearer the river is York Road, a wide thoroughfare of poor houses and shops, with many small hotels and eating-houses. At Vine Street formerly stood a turnpike gate, and at Griffin Street is the cab entrance to Waterloo Station. On the south side are the Albany Baths, the General Lying-in Hospital, established in 1765,



WATERLOO RAILWAY STATION, AS IT APPEARED WHEN FIRST BUILT

at the Marsh Gate, and the York Road Chapel. The streets toward the river are small, but filled with a respectable class of working people, and many small factories and workshops. Parallel to the river from Westminster Bridge Road to Waterloo Road is Belvedere Road—formerly the Narrow Wall. The name is evidently taken from Belvedere House, which stood in spacious grounds near the present site of the Lion Brewery and Belvedere Wharf. It was a well-known house of entertainment in Queen Anne's time, which, like all the old suburban gardens, was gradually hemmed in and then built over. An old newspaper notice of this place says that Charles Bascom was newly settled in the house called Belvidere, upon the river over against York Buildings, where there are pleasant gardens, with a variety of fish-ponds. The good things of his house are set forth, and also the fact that fresh river fish

were to be had which the guests might have the diversion to see taken. The site is overshadowed by the lattice-girder bridge of the South-Eastern Railway from Charing Cross Station. This is also a foot bridge—now free of toll—and occupies the same position as the old Hungerford suspension bridge, built in 1845, sold in 1861, and removed to Clifton, near Bristol, soon afterwards. Belvedere Road is lined with large wharves, many of them covered with new buildings, such as

LAMBETH PALACE, FROM AN EIGHTEENTH-CENTURY PRINT

The rural character of the district at this time is plainly shown.

Government Military Stores for India. There are also timber, pottery, brick and stone yards, engineers' workshops, refuse shoots, and a shot tower.

Belvedere Crescent at Vine Street is on the former line of the Narrow Wall, before it was straightened and widened, and opposite, at the foot of College Street, are the old King's Arms Stairs. The Westminster end of this road is what was formerly known as Pedlar's Acre, the name of which is still carried in Acre Wharf. It appears from the church registers that in 1504 a person unknown gave to Lambeth parish an acre of land in the marsh, then known as the Church Hoppys

or Hope, which seems to signify an enclosed piece of marsh land. This was afterwards known as the Church Oziers or Ozier Hope, and later as the Pedlar's Acre, from the popular local tradition that it was the gift of a pedlar whose picture, with that of his dog, was, in memory of the gift, to remain in a window of the Parish Church for ever. Such a picture in stained glass was, until 1884, in one of the windows of St. Mary's. Part of the marsh land between Lambeth Palace and Christ-

THE PEDLAR AND HIS DOG, A STAINED-GLASS WINDOW FORMERLY IN ST. MARY'S CHURCH, LAMBETH

church, Blackfriars, was enclosed in parcels of about one acre each, as mention is made of the Maiden Acre and Archbishop's Acre. Belvedere Road joins Westminster Bridge Road close to the Bridge. Constant traffic to the south of London, a stream of cabs to Waterloo, omnibuses, and tramway terminals, all add to the bustle of the crowds of pedestrians streaming to and from the bridge. At the south-east corner there are still a landing-stage and stairs with a few boats for hire. Here the foreshore has not such mudbanks as at Waterloo, and there seems to be no definite wharf line along the Belvedere Road water-point, as many of the wharves are pushed farther out than their neighbours into the stream.

Southwards from Westminster Bridge the main road is lined with shops, many of them old, but the newer ones very large. Close to the bridge foot the trade is very transient, but farther south business on a heavy scale is done in good premises. The new buildings on the west side mark the site of Astley's Amphitheatre, which covered most of the land between the Lambeth Palace Road and Stangate. Founded by Philip Astley, a horse-soldier, about 1768 as a riding-school, he gradually turned it into a show place. After passing through many hands, including those of his son and of Ducrow, and being burnt down several times, it was at last swept away and the land is being built over. A famous house and a home of the circus, it was at one time well patronised. Amongst its performers were Grimaldi, who lived hard by. A few doors to the south there resided, at the beginning of the nineteenth century, the Chevalier d'Eon, a French diplomatist who was a secret agent of Louis XV. He was famous for his success in assuming a female disguise. The road under the railway bridge, after passing a music hall and the private station of the Woking Necropolis, leads to the Lower Marsh. Here, spanning the main road, was a turnpike—the Marsh Gate—with the Upper Marsh to the west. In Lambeth Marsh stood, till 1823, the remains of an old house known as "Bonner's House"; there is not, however, any evidence to connect it with Bishop Bonner. This western end of the Lower Marsh is very busy, with enormous public-houses, always crowded. In York Street is All Saints' Church with an unfinished square brick tower. Lambeth Square opposite is quiet and dingy with big timber-yards rearing their great stacks of wood high above the houses. At the junction of Kennington Road stands Christchurch, which was built in perpetuation of Surrey Chapel, and opened on July 4, 1876. It is a fair specimen of Gothic architecture, and has a lofty spire. The site was formerly occupied by the Asylum for Female Orphans, and the junction of the roads here is still known as Asylum Cross. A toll gate stood here, barring the New Road (Westminster Bridge Road), well into the nineteenth century, one of a series south of the Thames, which gave tickets serving for admittance at all other gates of the same Trust. On this site stood the Hercules Inn and Gardens, which were opened in 1758; and across the road to the east, where St. Thomas's Church now stands, were formerly the Apollo Gardens, opened in 1788, but suppressed a couple of years later. This was part of St. George's Fields, which, besides being the scene of revelry and risings, was also the place of the martyrdom of three men—William Morant, Stephen Gratwicke, and one King, who were burnt here in 1557. The streets eastward to Waterloo Road are all narrow, and more or less dirty. Lanfranc Street adjoining St. Thomas's is very poor, but in the neighbourhood a great many blocks of tenements are taking the place of the small houses. Oakley Street passes through a similar neighbourhood.

Southwards from Christchurch the wide Kennington Road (old Walcot Place) is well built, and in it are Hawkstone Hall, a large police station, and rows of good

houses. Still going to the south, there are residences standing well back in gardens containing large smoke-begrimed trees. The dates on some of the houses range from 1786 to 1826, but others are far more recent. In Reednorth Street is the Church of St. Philip with schools adjoining, in a new clean neighbourhood. Chester Street is poor, but from thence eastwards to the Lambeth Workhouse the streets are clean and the houses good. In Renfrew Road is the Lambeth Police Court, a large new Fire Station, and behind them the enormous Poorhouse, which stretches to Brook Street northwards. Brook Street is a clean thoroughfare; Monkton Street is comparatively poor with a few bad places, but west to the Kennington Road in the vicinity of Walcot Square is comfortable and clean. From the western side of Kennington Road the whole district to the river is a poor one. Some of the streets are worse off than others, whilst Lambeth Walk and Road are comparatively comfortable. As a rule the inhabitants are respectable, hard-working, and steady, many keeping small shops and businesses, but some of the side turnings off Lambeth Walk and Union Street contain a very rough class, who are constantly migrating. A Board School in Newport Street, and another off Walnut Tree Walk, are well filled. The angle north of Saville Place and Walnut Tree Walk does not contain many of the very poor, but a few are congregated in St. Alban's Buildings and Walnut Terrace. Off China Walk there is also some poverty and dirt. At the south-west corner of the Lambeth Road, next to the Wesleyan Chapel, a row of old houses have been pulled down and fine Baths and Wash-houses are being built on the site.

Lambeth Walk, originally named Three Coney Walk, stretches from Lambeth Road to Broad Street and furnishes a lively market-place for this populous vicinity. In former times a favourite place of amusement known as Lambeth Wells was here. In addition to the mineral waters, music and dancing were made the attractions, but the place was closed about 1740.

Towards the river is another poor district with the fine building of the Beaufoy Charities in Newport Street. These schools were built in 1851 at a cost of £10,000, to be used as a ragged school for girls and boys in memory of the founder's wife—Mrs. Beaufoy. Along Broad Street (the old Lambeth Butts of the archers, and also once the royal road from the White Hart Stairs to Kennington Palace, but now a dirty, dark street) one of Doulton's Lambeth Potteries is passed. This vast building stands on the site of the old starch factory of Stonard and Watson, and with its annexed buildings and store-yards, covers most of the ground on the north side of High Street to Lambeth Road. High Street, the Back Lane, a narrow twisting thoroughfare full of quaint houses and formerly a main thoroughfare, is now almost deserted. The north side, once a network of alleys running through to Fore Street, is now merged into the Embankment. One of these alleys opposite the Tenison School, named after a resident named Calcot, was the home of Francis Moore, better

known as "Old Moore," the astrologer of *Almanac* fame, who kept a school here. William Street is very poor and badly kept, but some better tenements are being erected there. Adjoining is the old disused Lambeth Cemetery, now made into a children's playground, with the Coroner's Court in one corner, and in another

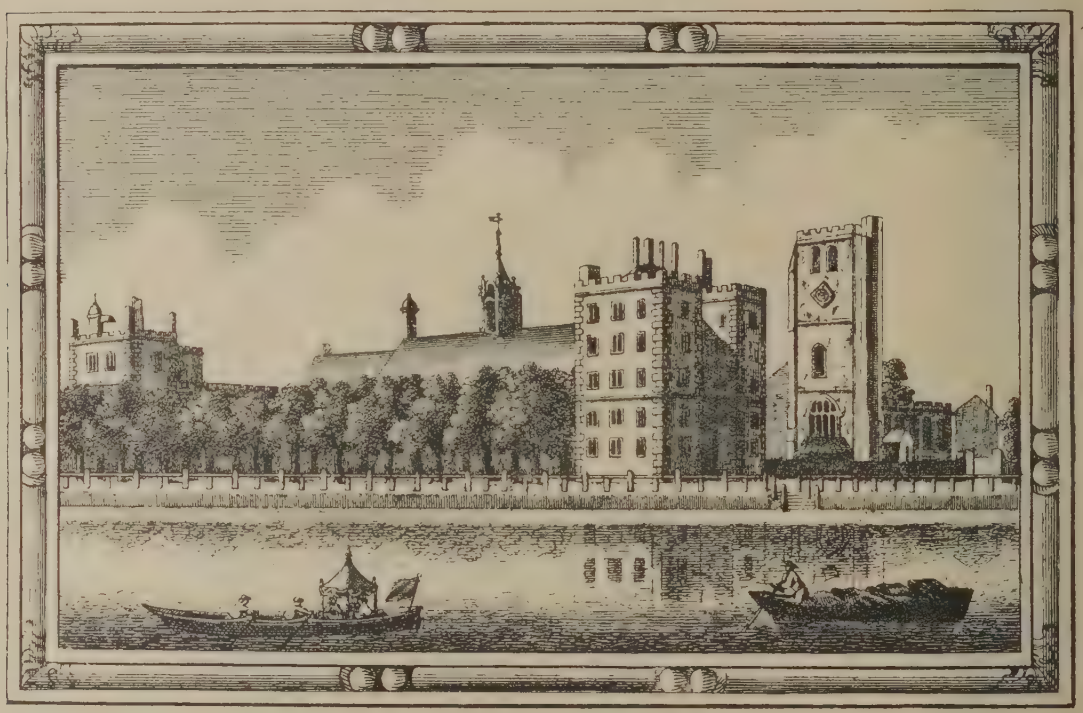
INTERIOR OF THE HALL OF LAMBETH PALACE

From an engraving published in 1804.

Archbishop Tenison's School for Girls, founded in 1696 and rebuilt in 1863. At the gate of this churchyard, which was given to the parish by Archbishop Tenison in 1705, stands the Watchhouse, built in 1825. In this graveyard was buried the Countess de la Motte, who fled to England after her escape from imprisonment which she suffered for her participation in a mysterious plot about a diamond necklace; she died in 1791. Some of the old houses still stand in the neighbouring streets, a strong contrast to the adjoining modern buildings. East of

the old churchyard, Paradise Street and the alleys are full of poor people. Where are now Norfolk Row with other buildings in Paradise Row, stood Norfolk House, where Leland taught Latin to the Earl of Surrey. Among other owners was Margaret wife of Archbishop Parker. East of the distillery is Pratt Street; a trifle better than the surrounding streets, it stands on the old Potters' Fields.

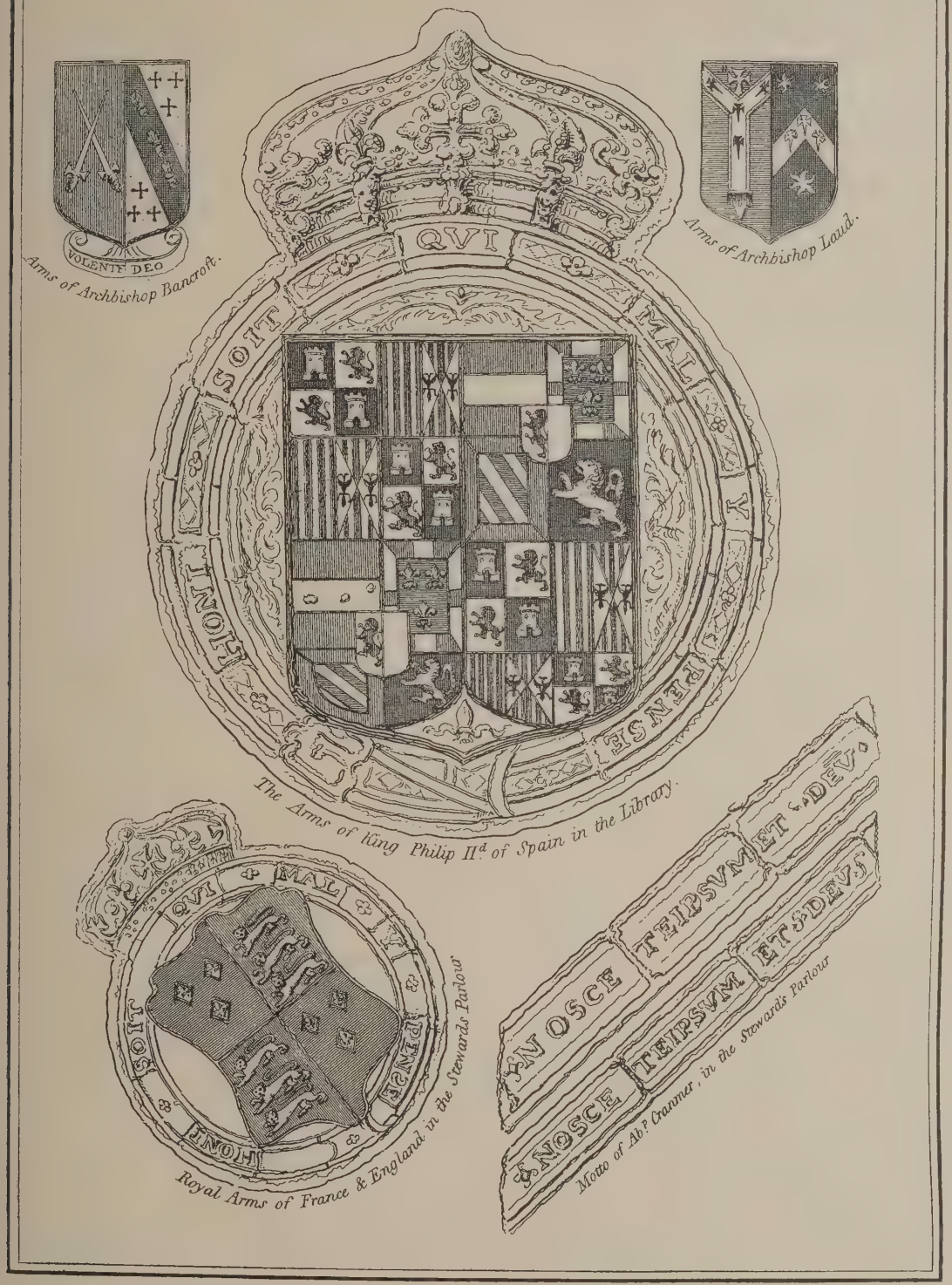
Towards the river, Ferry Street recalls the Lambeth end of the horse ferry across the Thames. The Lambeth ferry stairs were situated where the bridge now



LAMBETH PALACE AND ST. MARY'S CHURCH

crosses the river, and this was the only horse ferry allowed on the Thames at, or near, London. The tolls and rights of passage belonged to the Archbishops of Canterbury, and were considerable when London had but one bridge over the Thames. Westminster Bridge, however, superseded the ferry, and the see of Canterbury and the surviving patentee were in November 1750 paid £2205 for the loss of the tolls. James II. in his flight from England crossed the river here, and during the passage threw overboard the Great Seal, which was accidentally dredged up in a fishing-net some months afterwards. Mary of Modena, his consort, likewise crossed here on a stormy night in December 1688 with her infant son, and sheltered from the storm under the church tower till her attendants found a conveyance for her.

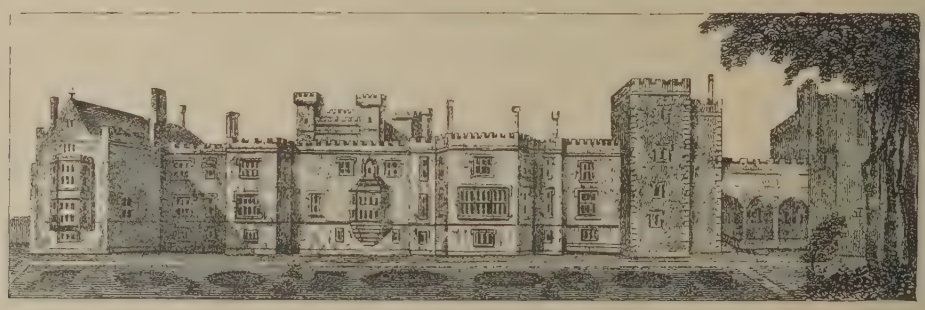
Lambeth steamboat pier and several floating boat-houses are on the eastern


VOLENTE DEO
Arms of Archbishop Bancroft.
Arms of Archbishop Laud.
QVI
MAL
SOIT
The Arms of king Philip II.d of Spain in the Library.
Royal Arms of France & England in the Stewards Parlour
NOSCE TEIPSVM ET DEVS
NOSCE TEIPSVM ET DEVS
Motto of Ab.p Cranmer, in the Stewards Parlour

STAINED GLASS IN THE LIBRARY AND STEWARD'S PARLOUR, LAMBETH PALACE

From an engraving published in 1806.

side of the bridge. Lambeth Palace faces the Embankment Gardens and the river; with the Parish Church of St. Mary and the red-brick Gateway all helping to form the only picturesque group of buildings on the south side of the river. The site of the Palace was part of the manor held, as stated already, by Goda, the sister of Edward the Confessor. Goda had presented it to the Bishops of Rochester, and though seized by William I. it was restored to the see by his son William Rufus. Glanville, a bishop of Rochester at the close of the twelfth century, erected a residence called Carlisle House or La Place for himself and his successors, for use whenever they came to London, but the property was afterwards exchanged for other lands with Hubert Walter, and became the Episcopal residence of the Archbishops of Canterbury. The last Bishop of Rochester who enjoyed this house was John Fisher, who was beheaded in 1535 near the Tower for denying the King's supremacy. As the house had fallen into disrepair, Archbishop Boniface obtained



THE GARDEN FRONT OF LAMBETH PALACE

a bull from Pope Urban IV. which gave him permission to rebuild it, and he laid the foundations of the present Palace, which was gradually enlarged and improved by his successors. The Gate was built by Cardinal Morton about 1490; the Great Hall, pulled down during the Commonwealth, was rebuilt by Archbishop Juxon about 1662; the Lollards' Tower by Chicheley, who spent large sums in additions; and the other buildings were gradually added by other prelates. The Palace grounds stretch from Lambeth Road to Paris or North Streets, and from Lambeth Palace Road—once Bishop's Walk—almost to Carlisle Street.

St. Mary's, which is the Parish Church of Lambeth, stands on the site of a very ancient church mentioned in Domesday. The second, or perhaps the third, church on this site, which belonged to the fourteenth century, was taken down in 1851, with the exception of the tower, and the present church built. The family vault of John Tradescant the botanist is here, with that of Elias Ashmole, to whom Tradescant left all his property and which afterwards formed the nucleus of the Ashmolean Museum at Oxford. The church contains also the graves of Archbishops Bancroft, Tenison, Secker; those of Bishops Tunstall and Thirleby; of Forman the astrologer; of Thomas Cooke, translator of Hesiod; of Edward Moore, author of *The Gamester*;

THE CHAPEL AT LAMBETH PALACE

of Elias Ashmole, and Patrick Nasmyth. It was in one of the windows of this church that the picture of the pedlar and his dog was formerly to be seen (see p. 86).

In the long list of Rectors of St. Mary's, Lambeth,—it extends over nearly 800 years—we find fewer persons of note than might have been expected. Among these are a Bishop of Rochester; the first Master of St. Benet's, Cambridge; a bishop *in partibus*, viz. of Joppa; the Chaplain of Archbishop Cranmer; a Canon of Westminster; George Hooper, Bishop of Bath and Wells; Edmund Gibson, Antiquary and Bishop of London; Beilby Porteus, Bishop of London; Christopher Wordsworth, Master of Trinity; and George D'Oyley, one of the Founders of King's College, London.

Going eastwards along Lambeth Road, formerly Church Street, which is very narrow here, we pass the Infant School of St. Mary's, erected in 1880, then comes the building of the National School of Cookery, and beyond the large square Rectory House, and a distillery across the way. The road is wider here, paved with wood, and lined with good houses. Hercules Road, named from the old Garden Tavern, winds through a fairly good district. Many of the old houses on the south side bear the Southwark parish mark, and most are built with old-fashioned bay windows and have small gardens in front. On the north side, No. 48 is a somewhat unusual building. It is locally said to be haunted, and is of a curious style of architecture with a tiled roof. Busts of English kings adorn the garden wall, with other small figures in niches alongside the windows. Behind these houses and those of Allen and Homer Streets, the South-Western Railway Company has acquired all the land, and having pulled down the houses has built arches to carry what will probably be a large new station. This improvement, extending to behind the shops in Westminster Bridge Road, and from Newnham Terrace to Carlisle Street, gradually tapers off towards the west, till the main line is reached at Park Place. The new railway depot covers the site of Carlisle House, from which the adjoining Carlisle Street is named. Westminster Bridge Road from Hercules Road to the railway bridge contains respectable shops, and behind them is a series of very small but clean courts, named Mount Gardens, Cottage Place, North Terrace, and Philadelphia Place, and will be probably soon swept away by the railway. Carlisle Street, dark and narrow, runs under the arches of the South-Western Railway to Hercules Road at St. Mary's High School and contains a large, poor population.

In Royal Street is Trinity Church, and behind are the vicarage, schools, and playground. In the block east of Royal Street are the large candle factory of Messrs. Field and the Canterbury Music Hall. This was the first music hall in the Metropolis, having been opened in 1849; it was named after the archiepiscopal palace and started in a public-house close by. It was originally the Canterbury Hall and Fine Arts Gallery, or, as *Punch* called it, "The Royal Academy over the Water." The Upper Marsh contains many alleys on the north side, some clean, but mainly poor and dirty. Stangate Street, the residence of the Grimaldis, Crozier

Street, Paris Street—the ancient Love Lane—are better off and cleaner, with good, comfortable houses.

Lambeth Palace Road, the old Stangate, is now a wide, open thoroughfare with good houses as far as the Palace wall. Opposite is St. Thomas's Hospital, covering an area of some nine acres and consisting of eight separate buildings or pavilions. The building at the bridge contains the offices, the six succeeding ones are for patients, and the last is a museum, lecture room, and school of medicine, with a small mortuary in the angle adjoining.

The early history of St. Thomas's Hospital is somewhat obscure. It is generally stated that it was at first the Almonry of St. Saviour's, Bermondsey. That, however, is not a sufficient explanation of its origin. Every Religious House was bound to

ST. MARY'S CHAPEL, LAMBETH, AS IT APPEARED IN 1831

bestow a certain portion of its income in charitable works; either in feeding the penniless or in maintaining the old, or in healing the sick. The religious thus always received the poor and distributed doles. They might also keep an almshouse, or might maintain a hospital. Thus in the year 1212 the Priory of St. Mary Overies maintained an almshouse for certain brethren and sisters who were under the guardianship of one Amicius, Archdeacon of Surrey. In July of that year a fire broke out in Southwark which spread over the bridge into the City. The fire destroyed, among other buildings, the almshouse. The canons, however, erected a temporary shelter for their poor. The "Almery" of Bermondsey Abbey, built outside the walls of the house, was intended for converts and poor children. The Bishop of Winchester, Peter de Rupibus, finding the Hospital of St. Mary too much confined for want of space, and the Foundation of Bermondsey too limited in its operations, because in the rural meadows among which it stood there were few possible converts and fewer children, merged the two Houses into one, built a new Hospital on ground belonging to Amicius, and dedicated it to St. Thomas the Martyr.

THE OLD ST. THOMAS'S HOSPITAL IN BERMONDSEY, WHICH REPLACED THE EARLIER MONASTIC BUILDINGS IN 1701, AND WAS SOLD IN 1862

The House, which was commonly called Beckett's Hospital, was for canons regular, as a hospital for them. At this time the staff consisted of a master, brethren, and three lay sisters, and they made up forty beds for sick people. Two or three years before the Dissolution, James Nycolson, a "glasier" or maker of painted glass, printed Coverdale's Bible in the precinct of St. Thomas's Hospital.

One may very easily exaggerate the effect of the Dissolution and the closing of

BISHOP'S WALK, LAMBETH, AS IT APPEARED IN THE FIRST HALF OF THE NINETEENTH CENTURY

the Hospitals on the London poor. St. Thomas's made up forty beds; that was not a great number in the now crowded part of Southwark round the foot of the bridge. One knows nothing about the working of St. Thomas's—whether it was really a refuge for the poor and the sick, or whether it had gone the way of the other Religious Houses and lost its ancient zeal. However that may be, the old Hospital began to fall into decay; oddly enough, the name was changed; it was called the Hospital of the Holy Trinity; after its restoration, the King's Hospital; and then it went back again to its old name. In 1552 the king—it was his last act—restored the

Hospitals of Bartholomew, Bridewell, St. Thomas, and Bethlehem. The City gave £1000 for the reparation of St. Thomas's, and in November they received "wounded soldiers, blind, maimed, sick and helpless" folk to the number of 760.

In 1694 it was complained that the Hospital buildings were low and falling into decay. A subscription was raised in the City and the new buildings were erected in 1701. The new Hospital was in appearance like the present Hospital of Guy's. In 1862 the Hospital and its site were purchased for the sum of £290,000. The new Hospital at Lambeth, opposite Westminster, was then built and opened in 1871. The authorities purchased the land in front of the Hospital, which was then a muddy bank and foreshore known as Stangate Bank, and made of it a fine broad footway along the Albert Embankment, which was begun in 1866 and opened some two years later. Ample seating accommodation is provided for foot-passengers. It has been suggested that Stangate may be a survival of the Roman Road, and that the Stane Street, which came to London from Arundel in Sussex through Dorking, reached the river here. The old Stangate Bridge and Stairs were almost opposite Crozier Street, and prior to the building of the bridge were important, as some of the southern coaches started from Lambeth. In 1357 John de Shepey built a landing-place here for the convenience of himself and retinue to cross to Westminster. The angle made by Lambeth Palace Road and Stangate is now being covered with the St. Thomas's Mansions—four-story red-brick flats—a great improvement on the usual style of the vicinity. This is a busy corner, as the Wandsworth trams start from here and very heavy traffic towards Vauxhall is constantly passing, but the wide well-paved roads and ample approaches from the bridge are sufficient for it.

CHAPTER V

KENNINGTON

On the south-east of Lambeth lies the town or quarter called Kennington. It is an ancient name meaning the Settlement of the Kennings; and it was therefore one of the many low islets rising out of the Marsh. There was a palace here.

Kennington Palace, as a place of residence, was extremely ancient. It was within its walls that King Hardicanute fell dead at the wedding feast, killed by excessive drinking, or perhaps by bone-throwing, or perhaps by treachery. It has been stated that here Harold crowned himself. The general belief appears to be that Harold was crowned at St. Paul's. When Hardacnut died here the place belonged to one Osgod Clapa, in whose name we may perhaps see the origin of the name Clapham, which was not far from Kennington. At the same time, it has been thought that the name Cloppeham, found in a deed of King Alfred's time, belongs to the modern Clapham. The Palace stood in the middle of the Lambeth Marsh, probably, like Bermondsey Abbey, on one of the very slight elevations which dotted the Marsh and were called islands. The exact position of the Palace was at the junction of the modern Kennington Road with Upper Kennington Lane. The Palace gave its name—the town or residence of the Kennings—to the manor in which it stood. In Domesday Book the manor is described as being held of the king by Teudric the Goldsmith, who formerly held it of Edward the Confessor. A hundred years later Richard the First appointed Sir Robert Perry steward of the manor for life, with the care of the house. As this king spent so short a time in England it is useless to inquire if he ever stayed at Kennington. His brother and successor did most certainly reside in this Palace from time to time. Thus he was at "Lambeth," *i.e.* Kennington, as follows:—

In 1204, Jan. 27, 29, Oct. 10-13.
„ 1205, Jan. 16, Aug. 3-5, Nov. 28-30.
„ 1206, Mar. 22, April 24-27.
„ 1207, Jan. 1, 8, Mar. 13, 14, April 15, May 9, June 28-30, Oct. 6, 7, 28.
„ 1208, Jan. 21, Feb. —, May 4, 8.
„ 1209, Feb. 16, 17.

These dates are sufficient to prove that Kennington was a favourite Palace with

King John. Henry III. also came here, keeping his Christmas in 1231 at Kennington, and holding Parliaments here in 1232 and 1234. Edward I. was here in 1299. Edward II. held his Council here. Edward III. kept his Christmas here in 1342.

There is a good deal of bewildering conveyance to and fro of the manor in the reign of Edward II. In 1316 John Plantagenet, Earl of Warren and Surrey, conveyed it to the King; he reconveyed it to the Earl; and by him again to the King; then by the King to Anthony Pessaigne de Jauna, and in exchange for certain premises in London. Then it got back to the Crown. In 1319—all these conveyances took place in three years—the King granted it with Faukeshall and other manors to Roger D'Amorie and his wife Elizabeth, who was the sister and co-heir of Gilbert de Clare, Earl of Gloucester, and niece to the King. On the death of Roger D'Amorie the manor was given to the Spencers. In 1327, when they were killed, Elizabeth, the widow of Roger, got them back again. Her son-in-law released to the King his rights in the manor. Edward III. kept his Christmas at Kennington in 1342. John of Eltham lived here in 1333. Edward the Black Prince regarded this Palace as peculiarly his own. In 1352 he gave John Tyrington and John Pouke, masons, £60 for "making a buttress, besides herbage for three horses, in the great garden, and purveyance of stone and chalk." When he died, Richard, then a child, was brought up at Kennington Palace. Of all the associations connected with this house the most interesting are those of this king, whose character, life, and action are so full of discordancies. He is proud beyond even the colossal pride of the Plantagenets; he is extravagant and ostentatious; he is masterful and courageous by fits; slothful and careless at other times; he is revengeful; he is tenderly attached to a saintly woman; he encourages all kinds of art; those who are about his person love him; he wins the love of the London merchants; and he throws all away—love, and devotion, and loyalty—in a mere unbridled madness of ostentation and magnificence.

In the year 1377 the citizens of London got up a little show for the prince. It was just before his accession.

On the Sunday before Candlemas, in the night, 130 citizens, disguised and well horsed, in a mummery, with sound of trumpets, sackbuts, cornets, shalmes, and other minstrels, and innumerable torchlights of wax, rode from Newgate through Cheap over the bridge, through Southwark, and so to Kennington, besides Lambeth, where the young prince remained with his mother, and the Duke of Lancaster (his uncle), the Earls of Cambridge, Hertford, Warwicke, and Suffolke, with divers other lords.

In the first rank did ride 48 in likeness and habit of esquires, two and two together, clothed in red coats and gowns of say or sandal, with comely vizors on their faces.

These maskers, after they had entered the manor of Kennington, alighted from the horses, and entered the hall on foot; which done, the prince, his mother, and the lords came out of the hall, whom the mummers did salute; showing by a pair of dice on the table, their desire to play with the prince, which they so handled that the prince did alwais winne, when he came to cast at them. Then the mummers set to the prince three jewels, one after another, which were a boule of gold, a cup of gold, and

a ring of gold, which the prince wonne at three casts. Then they set to the prince's mother, the duke, the earls, and other lords, to every one a ring of gold, which they did also win. After which they were feasted, and the music sounded, the prince and lords danced on the one part, with the mummers who did also dance; which jollity being ended, they were again made to drink, and then departed in order as they came.

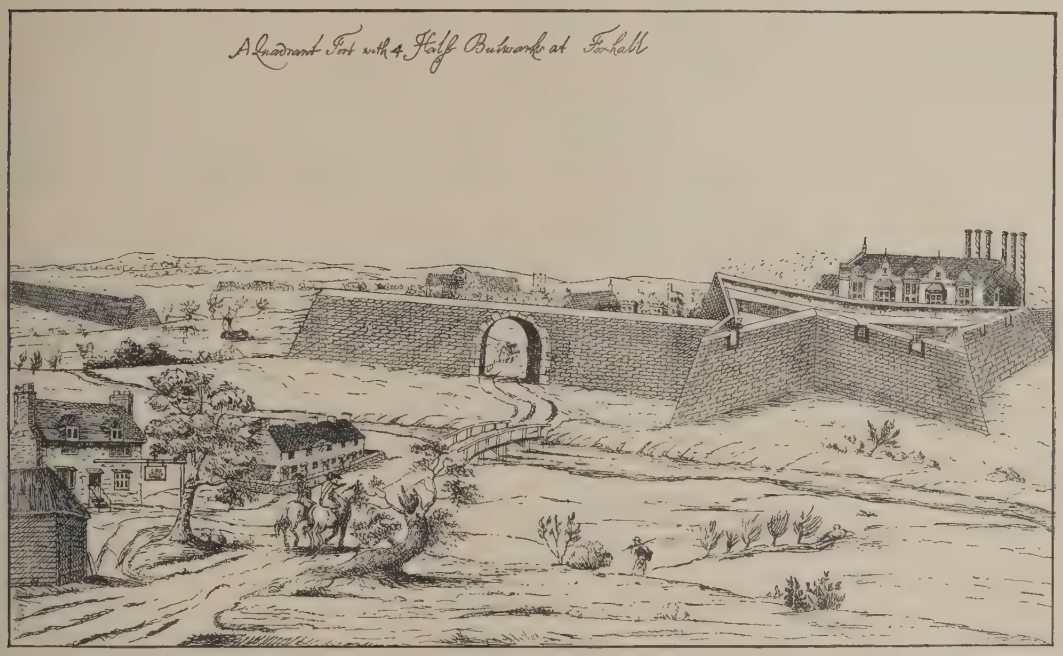
In the same year this Palace witnessed a strange sight when John of Gaunt rushed on foot within its walls to claim protection. It was the day when he protected Wyclyf in St. Paul's against the Bishop of London and insulted the Bishop openly. There has never been a time when the people of London would endure an insult to their rulers, whether bishop, mayor, or sheriff. We must remember that the Bishop was much closer to the people then than now. He lived in his palace beside St. Paul's; he rode about the streets with his following: the larger the following, the greater the magnificence, the prouder the prelate, the more did the City feel itself honoured. There was no prejudice against pride of office, and only a few here and there had begun to compare the splendour of a cardinal or a bishop or an abbot with the simplicity of the Apostles. Therefore on learning that their Bishop had been insulted the people rose in their wrath. Where was this contumacer of Bishops? He was taking dinner quietly with one John of Ypres. The mob, gathering like a snowball, marched off to the house. It was by the river-side; some one ran to warn the Duke that the people of London were behind marching down to the house with murderous intent. As for respect for the King's uncle, there was none. There was just time for John of Gaunt to throw himself into a boat and to be carried across the river. Then he ran over the fields to the Palace, where his sister-in-law received him and sheltered him. The mob would have burned and sacked his palace of the Savoy, but the Bishop restrained them.

When Richard brought home his young wife Isabella, he took her to Kennington, there to rest before she rode in state through London. Henry IV. granted to Adam de Egeley the office of keeper of the Palace. Henry VI. executed a deed at his Palace of Kennington. Henry VII., before his coronation, stayed at the house. Catherine of Aragon, according to Leland, was entertained here for a few days.

Camden says that in 1607 there was not a trace of the Palace left, nor even the memory of it. That is to say, in a hundred years the house had fallen to decay, the materials had been carried off, and the people on the spot had forgotten that there ever had been any palace there. It seems improbable. What really happened was this. Henry VIII., who farmed out the manor, had no desire to live in the Palace—which was no doubt much smaller than his splendid house at Eltham and much less convenient than his house at Greenwich—therefore he took no pains to maintain it, and presently sold the materials, or perhaps conveyed them to Greenwich to become part of his new palace there. As for the memory of the people, there were no

people on the place to remember anything. A few gardeners who lived on Lambeth Bank came here to cultivate the soil. There were no residents at all on Lambeth Marsh.

In 1612 James settled the manor on Prince Charles. In 1614 a lease was granted to Sir Noel Caron. In 1626 a survey of the manor was made. From this it appears that there was then standing on the site of the old Palace a mansion 231 feet long and 156 feet deep; that is to say, a house of considerable importance. Was this the work of Sir Noel Caron? There was also close beside the new house, a



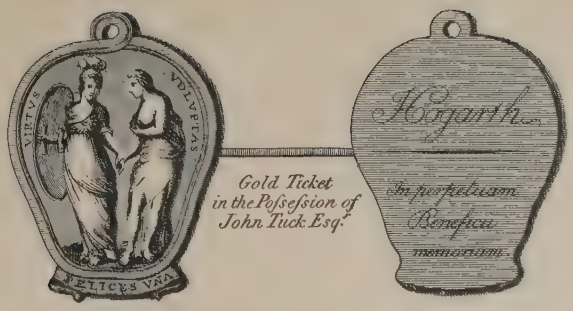
THE FORT AT VAUXHALL ERECTED FOR THE DEFENCE OF LONDON DURING THE CIVIL WAR

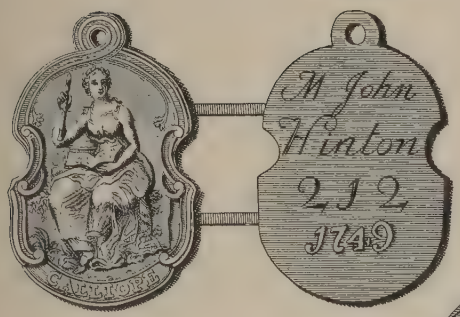
On the right is shown Vaux Hall manor-house, in the foreground is the river Effra and its meeting with the Thames, and in the centre, over the wall can be seen Westminster Abbey and Lambeth Palace.

long low building with stone walls and a thatched roof. This was called the "Long Barn" and it was supposed to be a part of the old Palace; this barn has been frequently figured; it was at one time used for the reception of the figurative Palatine. In 1776 the lessee, Mr. William Clayton, obtained permission to build upon the estate, which is now covered with houses, and, as in the days of Camden, there is no memory left of the Palace at all.

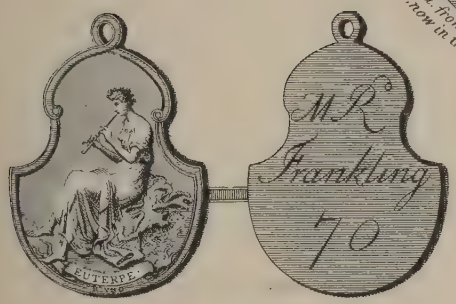
The busiest spot in Kennington is Vauxhall Cross, where four main roads meet at the foot of Vauxhall Bridge. This bridge, which was the first one in or near London constructed of iron, originally known as the Regent Bridge in honour of the Prince Regent, afterwards George IV., was opened in 1816. It is 36 feet wide between the kerbs and 809 feet long, but owing to the enormous traffic and the

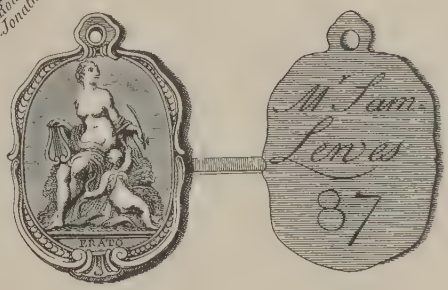
steep gradients it is doomed, and the contractors will shortly replace it with a larger and better structure. The steep ascent to the bridge is lined with shops on the east side, but the Phœnix Gas Company owns most of the west side. In the Gas Company's yard is the mouth of what was once Vauxhall Creek, into which the river Effra ran, now used as a dock for barges. The old Turnpike gate stood at the Cross and commanded the road to Wandsworth. The Phœnix Company's establishment on the north side of the street, in which Belmont House formerly stood, runs west and joins the South-Western Railway's yards and wharves, which continue as far as Nine Elms Pier. Nine Elms Lane, named from the lane that ran past the row of elms to the Battersea Fields, is now entirely given over to the railway, stone firms, and gas companies. This was the terminal of the London and Southampton line before it was taken through to Waterloo, and the old depot now does duty as offices for the network of railway yards surrounding it. The south side of Wandsworth Road is a mixture of houses and shops. Behind it in Bond Street is one of the great model lodging-houses erected by Lord Rowton, on a cheap basis, but beautifully built and extremely clean. This house towers over the rest of the street, which is all small houses with small shops. From the Cross, South Lambeth Road at once disappears under an enormous railway bridge supported by eighteen sets of iron columns and emerges in a quiet neighbourhood, where, on the east side in front of the old-fashioned house, the railed-in space was the bed of Vauxhall Creek. Through Langley Lane is Bonnington Square with the small quaint cottages covered with vines, and the old "Hermitage" on the south side. At Lawn Lane is Vauxhall Park, bounded on the north by new flats and great laundries, on the south by the Fentiman Road, and the buildings of the Roman Catholic Colony to the east. The Park, which is well laid out and shaded with large trees, covers the ground of "the Lawn" property. A terra-cotta statue of Henry Fawcett the blind Post-master-General stands on the high walk facing the road, and at the eastern wall is a large and popular gymnasium. Through Miles Street, with the Church of St. Anne, Lambeth, at the corner, and the vicarage to the south overshadowed by a large factory flanked by timber yards, a small Methodist Chapel and schools are passed before reaching the Wandsworth Road. The South-Western Railway Company has a horse depot here, and the Brown Sanitary Institute is also established for teaching the cure of horse diseases. Wyvil Road and the streets to Wilcox Road are small and dirty, the latter having a busy street market for costermongers. The streets to Cavendish Grove—in which is a sorting station of the Post Office—are still small, though better kept, but across the road is a collection of poor, small streets, very dirty, with little shops and cheap lodging-houses. Cowthorpe Street and the streets behind it are new, and in the roads that are built close up to the railway shops and houses are put up on every available yard of ground. A large Board School stands in Grimsworth Road, and at the corner in the Wandsworth Road a long row of

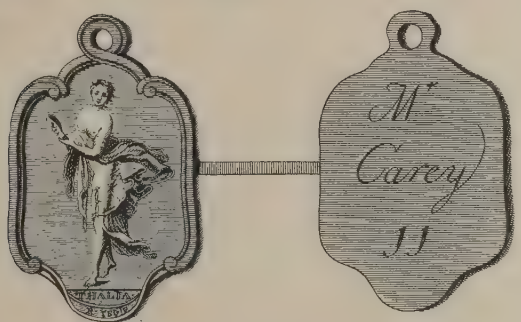




Medallion in lead, from the Statue of Handel by Roubilliac, formerly in Vauxhall Gardens, now in the Possession of the Revd Dr Jonathan Eyers Barnard.





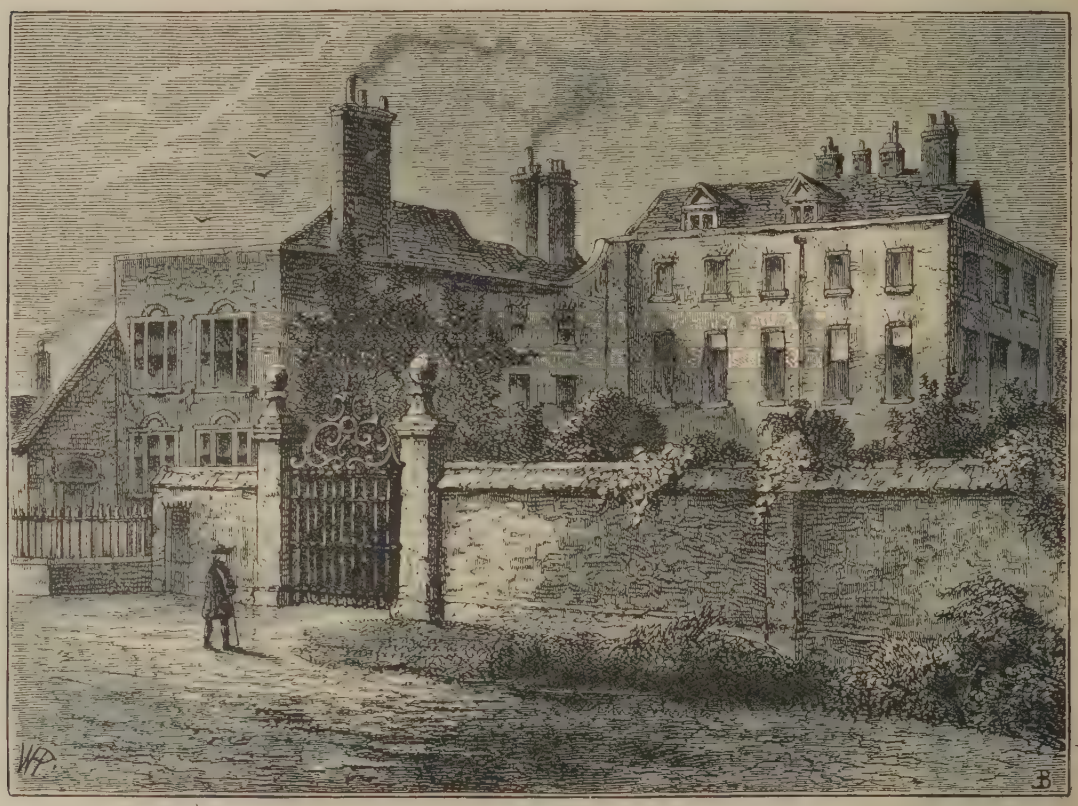


Vauxhall Ticket in Metal

GOLD, SILVER, AND LEAD TICKETS ADMITTING TO VAUXHALL GARDENS

After designs by Hogarth, and drawn from the originals by James Stow.

dwellings has just been pulled down to allow the continuation of a terrace of big red-brick shops with flats overhead. Thorparet Road leads to the South-Western Railway Works, covering many acres of ground, and passes out through a series of small and dirty streets into New Road. From Wandsworth Road to Clapham Road the neighbourhood improves. Along Devonshire Road, past All Saints' Church, at the corner of Hartington Road, are the schools of St. Barnabas with a Board School in Priory Grove opposite. Crossing Larkhall Lane, here a quiet residential street,



JOHN TRADESCANT'S HOUSE AT KENNINGTON

To which was attached one of the first botanical gardens and museums in England.

the wide Binfield Road leads out into Clapham Road with a station of the City and South London Electric Railway at the south-west corner. This is named Stockwell Station and is the temporary terminus of the road, the other end being at King William Street, near the Mansion House. Studly Road has a Wesleyan Chapel; Paradise Road has a Methodist Chapel, named after the old Paradise farm which covered this district. Jeffries Road is a broad avenue with the temporary iron church of St. Augustine, Clapham Rise, at the corner, and the massive pillared front of Trinity Presbyterian Church beyond.

Returning to the South Lambeth Road, a small angle facing the Crescent is

laid out as a garden, and from here the broad road stretches towards the river, with good houses on each side, and with a line of tramways plying along it from Vauxhall Cross to Herne Hill and Norwood. A Baptist Chapel stands near Lansdowne Road, and behind it in Guildford Road is the Church of St. Barnabas. This district is a very well-kept residential one of a respectable class, but soon changes farther north to smaller houses and streets. Tradescant Road and Walberswick Street mark the site of the old Tradescant Home, where was established one of the first botanical gardens and museums in England. The museum and curiosities were bequeathed to Elias Ashmole, and were by him presented to Oxford University, where they are deposited in the Ashmolean Museum. At Wilcox Road the old bend of the main road has been dispensed with by cutting the main road straight through the houses, and here on the north-west corner is a Free Public Library, the gift of the late Mr. Henry Tate in 1887. This severed portion is now the old South Lambeth Road, and, though lined with shops has lost most of its old trade. The newer portion is faced with fine buildings, the Cranborne and Albert Mansions. To the west all the streets and houses are small and run through to Wheatsheaf Lane—a narrow lane of little cottages with small bits of gardens, mainly rented by labourers. To the east of the Mansions a great many of the small streets have been newly built up, and here at the corner of Heyford Road behind the remains of the big wall on the site of Beaufoy's extensive vinegar factory stood the house of Sir Noel Caron, who was ambassador from Holland to the courts of Elizabeth and James I. The estate embraced a deer park, and ran back towards the Oval and Clapham Road. In 1617 Prince Charles granted Caron a lease of the demesne lands of Kennington Manor at a rent of £16 : 10 : 9 yearly, payable to the Duchy of Cornwall receivers.

Through Meadow Road into Fentiman Road next to Vauxhall Park are the Caron Almshouses, and alongside are the Convent of St. Joseph and an establishment of the Roman Catholic Little Sisters of the Poor, with a big builder's yard at the Oval end. Fentiman Road, a broad main cross street, contains well-built houses with a very good neighbourhood behind it southwards to Aldebent Terrace. The Clapham Road between the Oval and Stockwell is mainly residential, with large gardens to the houses, but at Holland Street there is a block of shops on each side of the road. The traffic is heavy, and there are lines of omnibuses and trams to Tooting, and being a main road to the south-east district with smooth wood paving, it is often crowded with cyclists. Between Osborne Terrace and Fentiman Road behind the houses of the Clapham Road is a long narrow strip of vacant land, one of the portions of the right-of-way of the old Surrey Canal which has not been built upon. In Clayland Road, named after the Claylands Estate, part of the old Caron grant, stands a Board School, which educates the youth of the small streets towards the Oval.

At the angle of the Clapham and Camberwell New Roads stands the Church of St. Mark, erected in 1824 on a portion of what was formerly Kennington Common, and on the spot where the Gallows formerly stood.

Kennington Common, still preserved as an open space, is a spot of tragic memories as the site of public execution. Here many highwaymen have been hanged; here some of those who took part in the rebellion of 1745 were hanged. It was on Kennington Common that the great Chartist meeting took place on April 10, 1848, which was intended to overawe the Government. The notorious Jerry Abershaw, the highwayman, was also executed here, his body being afterwards hung in chains on Wimbledon Common. When digging the church foundations the remains of the gibbet were found, also an iron ring, presumably to secure the necks of prisoners. South of the churchyard ran the river Effra, which was spanned by Merton Bridge, so called from being formerly repaired by the Canons of Merton Abbey from funds bequeathed for that purpose.

North of the church is another portion of the old Common, now principally used for outdoor meetings, but Kennington Park is the chief fragment of Kennington Common which has been preserved, a well-kept enclosure of some fifteen acres, with flower beds, lawns, pretty walks shaded with fine trees, and a band stand. It is enclosed with ornamental railings, and has an ivy-covered keeper's house at the principal gate in the main road. This recreation ground was formerly a wilderness given over to fairs and gatherings. In 1739 Charles Wesley and George Whitefield preached here to enormous crowds. Facing the southern portion of the Park stands the Terrace, a street of quiet old-fashioned houses almost hidden behind the trees. Harleyford Road leads to the well-known cricket field, "The Oval," opened in 1846. It is leased for a nominal rent to the Surrey Cricket Club by the Duchy of Cornwall, who own the land, and though now world-famous, was not very long ago a market garden bounded by the Effra and Vauxhall Creek. Where the gasholders now stand to the north was formerly the site of the South London Water-works, established in 1805 on five acres of ground, and taking their water from the adjacent streams, but not being able to purify the water in an adequate manner, the Company had to change the site. Kennington Schools, established in 1824, face the Oval, with small cottages to Vauxhall Street, and from here to Upper Kennington Lane the district is a crowded one with closely-built small streets, small houses, and a labouring population. Bowling Green Street to the east of the Oval marks the site of the old green attached to The Horns Tea Garden which formerly stood here facing the old Coaching House.

"The Horns" was so named, it is said, from the jocular ceremony of initiation of rustics visiting London, like its namesakes at Highgate and elsewhere. This is a very busy neighbourhood now lined with large shops with an unceasing traffic. In

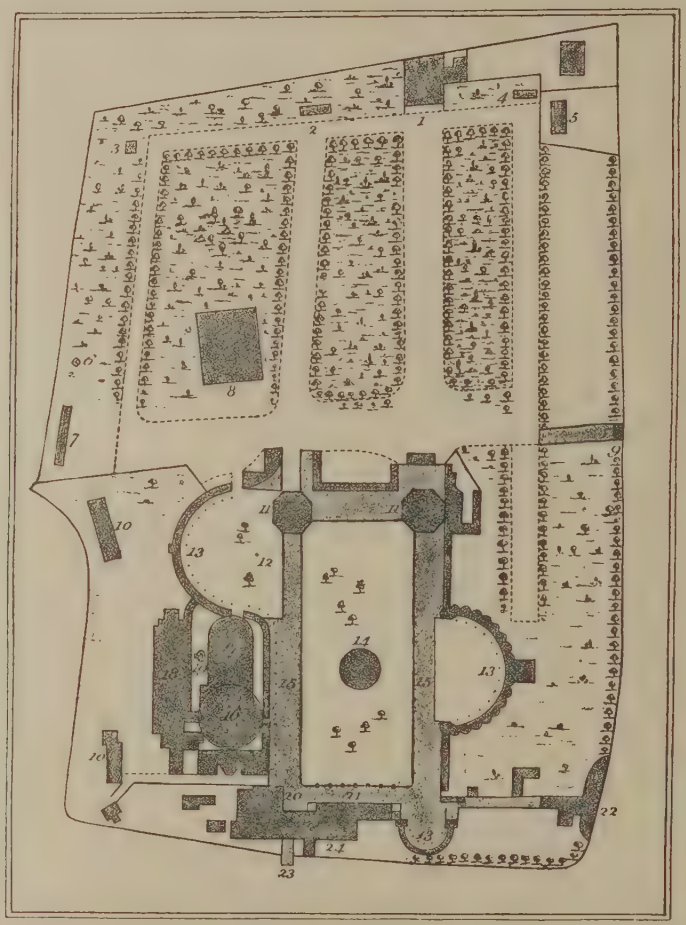
Kennington Road the large Assembly Rooms alongside the successor to the Old Road House is much in evidence for election meetings, and at the corner of Stannary Street the Board of Education are now erecting massive premises which cover a large area. A small angle of the old common land—Kennington Green—faces the bend of the road surrounded by old-fashioned houses out of place amidst the shops and hurrying crowds. The Kennington Vestry Hall on the opposite side is passed, and then comes the junction of the roads known as Kennington Cross.

THE LICENSED VICTUALLERS' SCHOOL, KENNINGTON LANE

Where the small shops stand with the tramway yard behind them, there formerly stood the Royal Palace of Kennington whose story has already been given.

Lower Kennington Lane is still mainly composed of residences on the south side till it nears Newington Butts, where it is closely lined with small shops, and the north side is almost entirely given over to trade. At the Cross end is the Durning Free Public Library, the gift of Miss J. Durning Smith, and to the east one of the old houses of the parish is sheltered by a couple of very fine elms spreading far over the road. Princes Square, an old-fashioned residential part, is very clean, but from here eastwards to the angle of Newington Butts the streets are all small and poorly kept. Kennington Park Road, very wide and clean, is chiefly lined with private houses with very large gardens behind them. They are set back from the road, but here and there the pernicious practice of building shops in front has been allowed. On

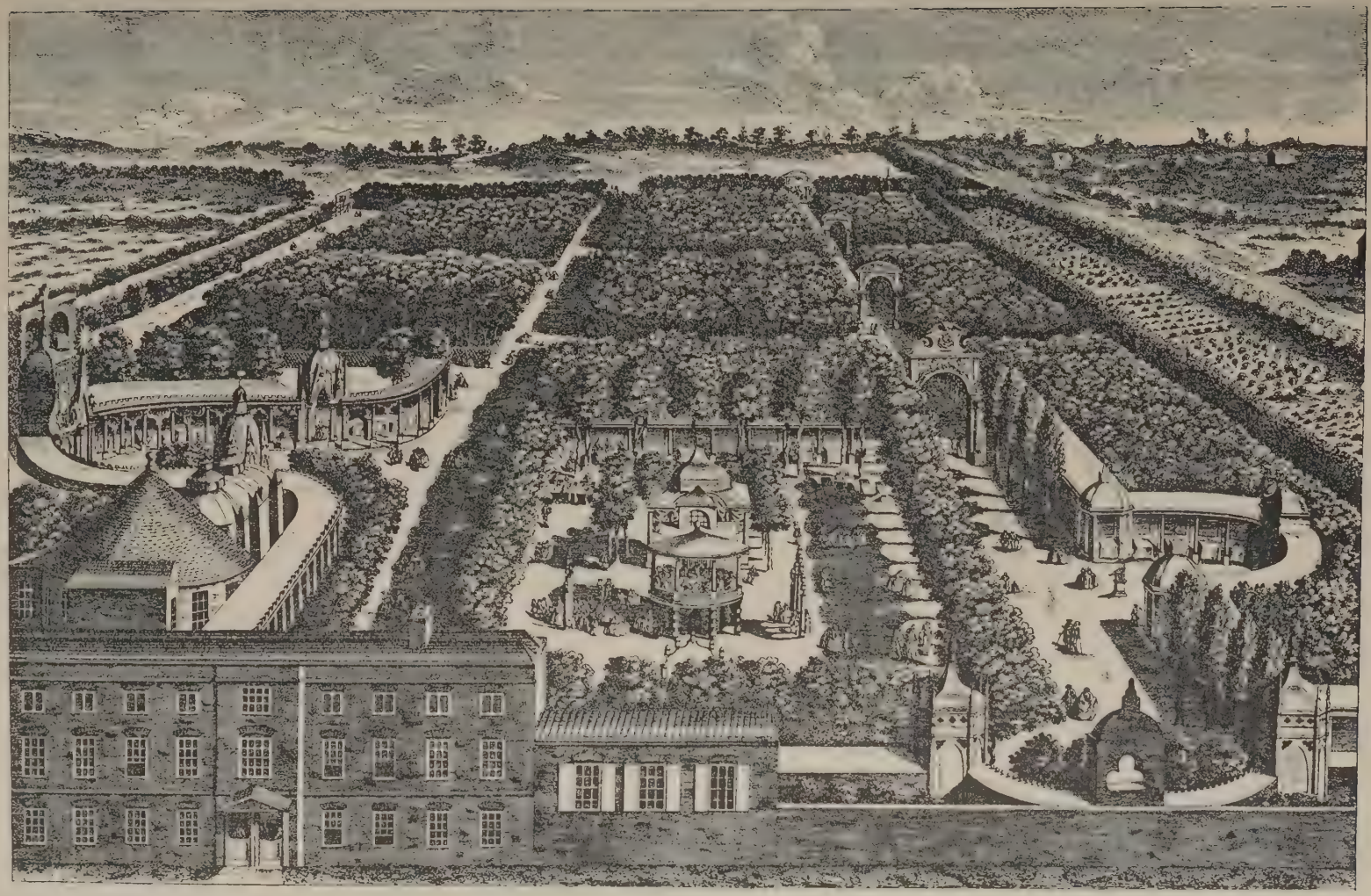
the northern side of the lane from Kennington Road to Dante Road the streets are mixed, the houses in Kennington Road being large and clean, but immediately behind in Chester Street there is a change for the worse. Reedworth Street and Fairford Grove are very clean and neat, but towards Dante Road the streets are not



A PLAN OF VAUXHALL GARDENS

1. Fire-work tower.
2. Evening star.
3. Hermitage.
4. Smuggler's cave.
5. House in which Mr. Barrett died.
6. Statue of Milton.
7. Transparency.
8. Theatre.
9. Chinese entrance.
10. Artificers' workshops.
11. Octagon temples.
12. Fountain.
13. Circles of boxes.
14. Orchestra.
15. Colonnade.
16. Rotunda.
17. Picture room.
18. Supper room.
19. Ice house.
20. Bar.
21. Prince's pavilion.
22. Entrance.
23. Water Gate.
24. House.

well kept, the houses are all let out in tenements, and children swarm everywhere. Upper Kennington Lane to Vauxhall is a very busy road. The Licensed Victuallers' Schools are on the south side, and there is a Board School at Vauxhall Street, St. Peter's Church or Rectory with a building of the Church Sisters opposite, the old Vauxhall Baptist Chapel and schools, and behind this, in St. Oswald's Place, the Lambeth Art School. An alley here bears the sounding name of Farnham

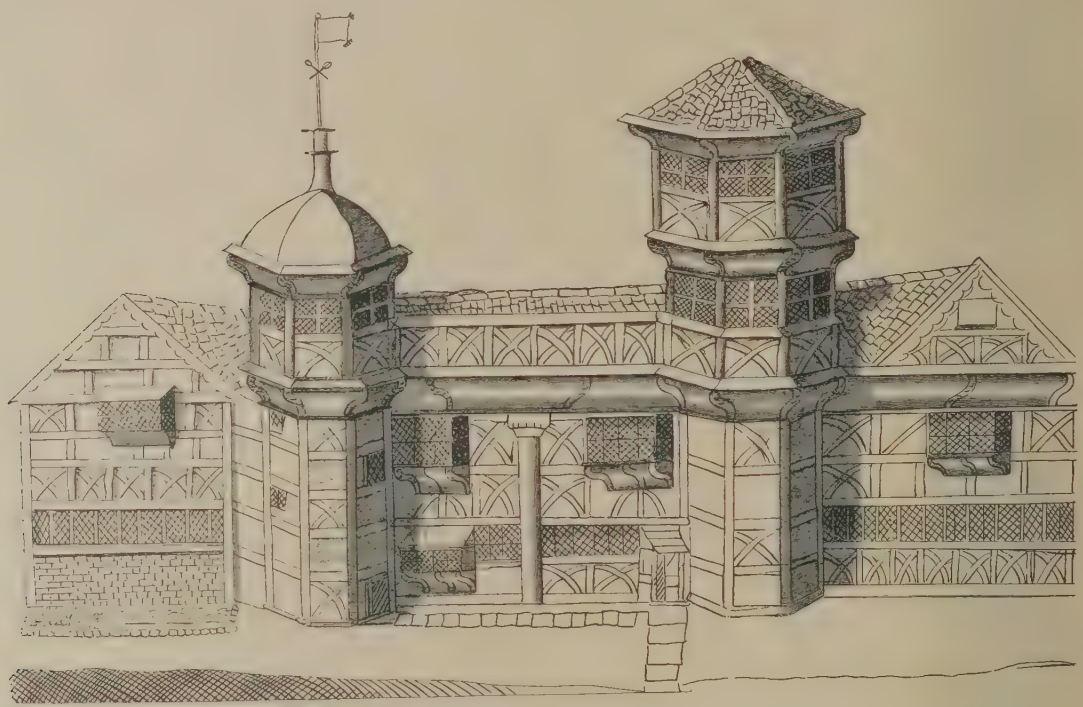


A GENERAL VIEW OF VAUXHALL GARDENS

On the left is the conical roof of the Rotunda, and in the distance are the shrubberies and shaded walks in which Miss Burney describes Evelina's various embarrassments on finding herself cut off from her friends.

Royal though lined with small houses, and on the north side No. 152 is an old house built right up to the pavement—a great contrast to its neighbours. At the Vauxhall end of the lane, where Auckland and Goding Streets now stand, were the famous Vauxhall Gardens. The main entrance was near the corner of Goding Street in Upper Kennington Lane, with another where Gye Street now stands, where a lane led up from Vauxhall Stairs.

The manor of Fauxe or Vaux Hall was held in 1615 by Jane Vaux and the manor-house was named Stocdens. Nichols in his *History of Lambeth* speaks of



VAUX HALL MANOR-HOUSE

Or possibly Sir Thomas Parry's manor-house known as Copt Hall, which is described as being built of wood. A good idea of Vaux Hall manor-house as it stood in 1644, or thereabouts, appears in the illustration on p. 101.

this place as belonging to the conspirator Guy Vaux, but it has been proved otherwise. There was a pleasant retreat here called the Spring Garden. It is mentioned in 1631, and in the same period its bowling-green is spoken of. Evelyn in his diary—July 2, 1661—says he went to view the new Spring Garden at Vauxhall, "a pretty contrived plantation." In 1732 Jonathan Tyers leased the Gardens and opened them as a pleasure resort, and they remained in the family till 1792, when his son-in-law, Bryant Barrett, took them, and his sons held them till March 1821. They were sold and reopened in May 1822 as the Royal Gardens, and continued with varying success till 1855, when they were finally closed. Hogarth, who was a great friend of Tyers, painted some pictures for the Gardens, which were disposed of

cheaply when the sale of the properties took place in 1859, as they had suffered greatly from exposure. Some eleven acres in extent, all that is left as a reminder of them is the names of some of the neighbouring streets, as Italian Walk, Gye Street, and Tyers Street. The fortifications to defend the south of London, erected in 1643-1644, passed just outside the gardens to the south.

To the south of the old Vaux Hall manor-house was another, the manor-house

AN ADMISSION TICKET TO VAUXHALL GARDENS DATED 1786

of Copt or Copped Hall, a fine old wooden mansion of Sir Thomas Parry, who in 1615 was Chancellor of Lancaster.

Vauxhall Station on the South-Western Railway, the ticket-collecting station for Waterloo terminus, faces Goding Street, and adjoining the station yard stands a long range of old wooden buildings, originally farm buildings, now vacant and shortly to be removed. High Street, Vauxhall, boasts of a few shops, but most of the houses are very old, and owing to the congested traffic the street will probably be widened with the building of the new bridge. Harleyford Road, leading from the station to

the Oval, is a broad residential road with many builders' yards, and a Roman Catholic School and Mission-house. The area between Upper Kennington Lane and Princes Road is composed of small streets and tiny alleys, built at all angles and closely jammed together, with a dense population mainly of the poorly-paid working classes, and is dirty and badly kept. In Goding Street is a block of well-built model dwellings, the Guinness Trust Buildings, erected in 1893, and with the comparatively new buildings on the site of the Gardens compare favourably with the adjoining streets. Most of the houses in Vauxhall Walk date from 1769 and those

PANDEAN MINSTRELS IN PERFORMANCE AT VAUXHALL

From a print published in 1806.

in Lewer Row adjoining from 1776, and from here to the Embankment run numerous narrow little alleys, of which the best is, perhaps, Anderson's Walk. Very narrow, lined with small old-fashioned cottages that still have gardens in front and covered with ivy and creepers, these little houses nestle together under the shadow of the great smoke stack of Doulton's Terra-cotta Works. It is some two hundred years since Dutchmen started potteries here, and here they have remained, save that from common work the manufacture of Art Pottery has been evolved and Doulton Ware is known everywhere. Glasshouse Street is a survival of the glass house situated where Vauxhall Square now stands and founded in 1670 by Rossetti. It at one time rivalled the Venetian factories, but through disagreements of the workmen was closed in 1680.

At the foot of Glasshouse Street was formerly Gunhouse Stairs, a reminder of

THE CHINESE PAVILIONS AND BOXES IN VAUXHALL GARDENS

the gun factory established hard by, by a Dutchman named Calthoff in the reign of Charles II.

On the water-front at the foot of Tinworth Street, close to the old Vauxhall Stairs, is the Surrey end of the temporary wooden bridge being erected over the Thames to Millbank to take the Vauxhall traffic when that and Lambeth Bridges are being rebuilt—a ponderous wooden structure of which six piers are already built. West of this the Royal Flour Mills tower over the surrounding buildings, chiefly small wharves. Towards Broad Street, facing the Embankment, are some old houses with small courts and a large rubber factory. Another landing-place for barges was formerly known as the Black Prince's Dock, being the nearest stairs to the Palace landing-place, which runs under the roadway. Broad Street contains another of Doulton's works on the east side, but the west side is made up of old houses, two of which, Nos. 18 and 20, are largely composed of wood and older than the rest. Beyond the railway arch is Princes Road, formerly Lambeth Butts—from the old archery butts here—a broad street with many small shops and containing Old Lambeth Workhouse, originally erected in 1722, but since largely added to. The eastern end winds a good deal and contains small shops as far as Kennington Road. In the fields on the south side of the bend stood the old Maypole of Kennington till 1795, when it was removed. In Vauxhall Street in a dense neighbourhood is a Board School, and all the contiguous streets are narrow and closely built up with small houses.

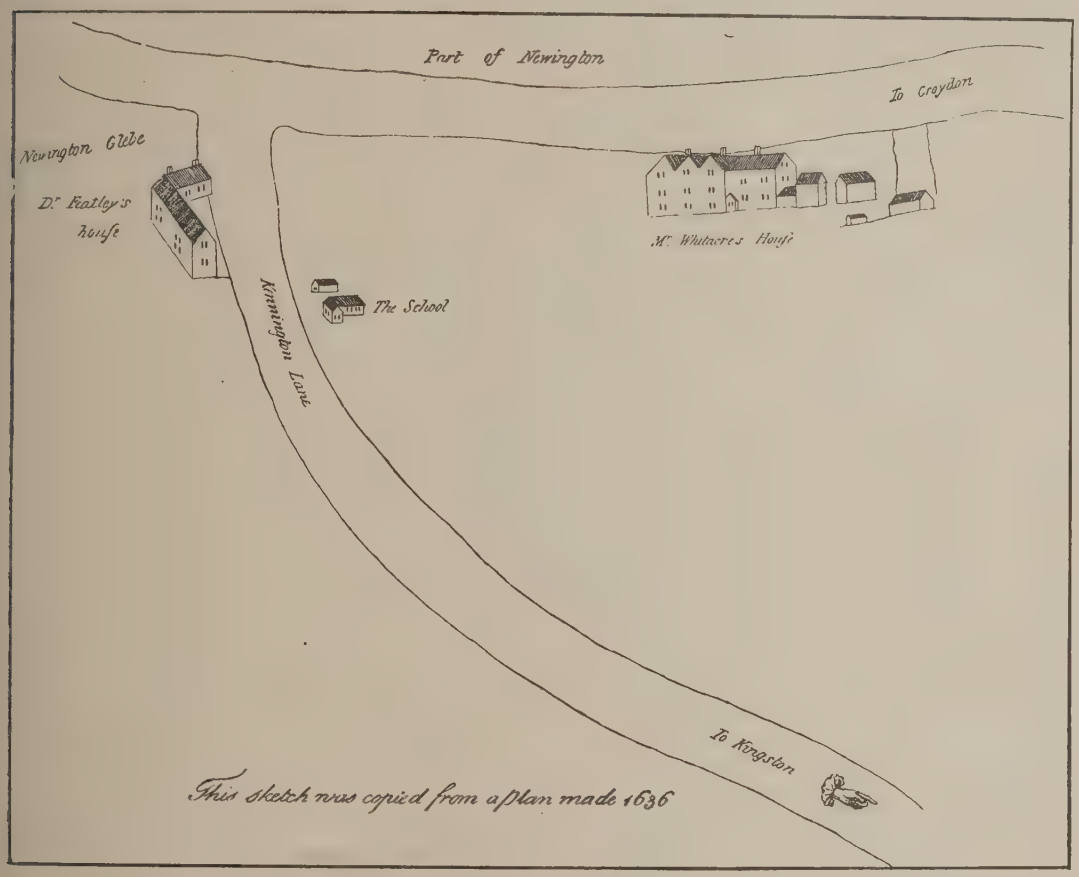
CHAPTER VI

NEWINGTON

Newington is not mentioned in the Conqueror's Survey, but a church at Walworth is noticed, whence it seems probable that at the rebuilding of that church upon a new site it was surrounded with houses which obtained the appellation of Neweton, as it is called in all the most ancient records. It was afterwards spelled Newenton and Newington. The first record of the name Neweton occurs in the Testa de Nevil of the time of Henry III.—the first half of the thirteenth century. To distinguish the parish from Stoke Newington, it is generally spoken of as Newington Butts, the additional name, without doubt, coming from the "butts" placed there for archers, though some writers say it is named after the family of Butts of Norfolk, who owned an estate here.

In Henry VIII.'s reign such practice places were set up in the fields round London by authority, but were destroyed later by enclosure, and again restored in the reigns of James I. and his son Charles. In the adjoining parish of Lambeth, Princes Street was formerly known as Lambeth Butts. The earliest mention of the district as Newington Butts occurs in the register of Archbishop Pope at Lambeth under date of 1588. Although some distance from London, the plague of 1625 was very severe at Newington, 405 persons dying from it in July and August. The parish was said to contain about 1800 houses in 1792, and is now closely built over from Tabard Street on the north to Avenue Road on the south, and for such a dense population has only two public open spaces. Leaving St. George's Church by Long Lane, Tabard Street—a reminder of the old Borough Inn—is immediately on the right. A narrow dirty street closely packed with small manufacturers, it is full of brush, firewood, and basket makers, with a few second-hand general shops between. A large engineering works stands on the south side, and the space through to Great Dover Street is full of little close alleys with stables in profusion. Great Dover Street, the old Dover Road—cut through at the beginning of the century—a broad, clean street, leading to the Old Kent Road, has shops and tradesmen on both sides with here and there a short terrace of a few dwelling-houses. At the corner of Swan Street is the old Surrey Dispensary, founded in 1777, and back from here to Trinity Street are

quiet streets with manufactories dotted here and there. Trinity Street, a broad clean street of large houses, contains in the Square, Trinity Church, erected in 1823-1824, on ground given by the Corporation of Trinity House, which owns considerable property near here—a large edifice of brick with stone dressings, with a high portico and on the lawn a statue of Alfred the Great, now very dilapidated. Falmouth Road divides the district, and is composed of small houses, save at the lower end, where a block of



NEWINGTON IN 1636

tall dwellings faces the new Welsh Church. East of Falmouth Road all the streets are of much the same style of two-story houses, cleanly kept, standing closely together in short turnings that interlace everywhere. In Daverell Street is the Mission Church of St. Andrew and in Harper Street a large Board School. In Warner Street all the houses are marked with the arms of St. Bartholomew's Hospital, for on this ground stood the "Lock," and close to the south ran the old trench of King Canute which, on its way from Rotherhithe to Chelsea Reach, crossed the Deptford Road a little to the south-east of the Hospital at the lower end of Kent Street (Tabard Street, which formerly came as far as the corner of Bermondsey New Road), and, proceeding to

Newington Butts, intersected the road a little south of the Turnpike (at the Elephant and Castle).

In Lawson Street is a block of artisans' dwellings, and in Upper Bland Street still remains a vestige of old Newington—tiny little cottages standing well back from the road in gardens shaded by magnificent trees. To the west of Falmouth Road the principal thoroughfare is Union Road, better known by its former title of Horsemonger Lane. To the north is Union Square, with the large Lazenby Stables behind it, and opposite is Rockingham Road, full of small houses.

At the corner of Bath Street, overlooking the old gaol enclosure, is a tall Board School. Horsemonger Lane Gaol and Sessions House were begun in 1791 and completed in 1799, and occupied $3\frac{1}{2}$ acres of ground previously devoted to market gardening. In 1808 more ground was purchased to make an approach, but the buildings were demolished in 1878. It was formerly a place of execution for Surrey criminals, but most of the site is on the Newington Recreation Ground. The old outer prison walls still stand and enclose an asphalted gymnasium playground and bandstand. The London County Council has an office for testing weights and measures, with some other new buildings on a corner of the property, whilst opposite, in striking contrast, stands a row of very old, low, red-tiled cottages. The Sessions House now stands on the east side of Newington Causeway, on part of the old gaol grounds. Behind the old prison site is a nest of little streets running through to the New Kent Road, small and dirty, with stables everywhere and shadowed by the arches of the London, Chatham, and Dover Railway, which has a large coal-yard in Rockingham Street. Many small trades are located in these by-streets with a sprinkling of builders' yards and small shops. The New Kent Road east to the Church of St. Matthew at Falmouth Road is given over to trade, with houses standing back in gardens, and County Terrace with an open grass plot in front, to Warner Street. Borough High Street is lined with shops, which gradually increase in size along Newington Causeway to the south-east corner, where the great furnishing establishment of Tarn is situated.

This road has seen other sights, for in the reign of Henry VIII., says *Stow's Chronicle*, "whilst the Church was under the government of Archbishop Cranmer—the 29th of April 1540—one named Maundeneld, another named Colens, and one other, were examined in St. Margaret's Church (Southwark) and were condemned for Anabaptists and were on the 3rd of May brent in the highway beyond Southwark towards Newenton."

The block opposite is very busy, and includes Elephant and Castle Station, a theatre, a horse and carriage repository, a sales yard, stables and omnibus yards, restaurants and taverns. Some of the chief roads south of the Thames converge at this point, and trams and omnibuses passing in every direction with streams of foot-passengers make the place a scene of continuous if drab and mud-bespattered activity.

The place is named from the famous old coaching inn that formerly stood at the junction of Walworth Road and Newington Butts, which had the crest of the Cutlers' Company for its sign. To-day an insignificant house, it will shortly be pulled down to make way for another of the great flaring public-houses now so general.

An old turnpike gate barred Newington Causeway from the site of Tarn's establishment to the London Road, and here—about fifty feet south of the turnpike—was the entrance, under a large gateway, to the private road from Lambeth to Greenwich, "always used by the kings of England," says Maitland, "ever since the erection of a royal mansion at Greenwich."

It was near this place at the beginning of the century that Joanna Southcott set up a meeting-place for her deluded followers, and probably very near to the site of the present Elephant and Castle Theatre that a former playhouse of the seventeenth century stood, much frequented by the citizens in summer, and in which the servants of the Lord Admiral (Howard) and Lord Chamberlain performed. In Shakespeare's time the theatre was also occasionally used by the players from the "Globe" at Bankside (Malone's *History of the Stage*).

In Draper Street are the Drapers' Almshouses built by John Walter in 1651 and rebuilt by the parish in 1778, a square of quiet little tenements looking out on a tiny grass plot, and surrounded by noisy, busy streets. Behind the houses run little badly kept alleys of the poorest cottages tenanted by hawkers and casual labourers. Southwards from the Elephant and Castle the Walworth Road is the eastern line of the parish. It is a busy road lined on the west side with shops as far as Beresford Street, where the dwelling-houses still remain unconverted to trade purposes, with Walworth Wesleyan Chapel, built in 1813, at Princes Street and a large music hall adjacent. Manor Place and Road recall the old manor of Walworth on the demesne of which stood for many years the Surrey Gardens. These Gardens covered some fifteen acres, of which three were covered by a lake and originally started as a menagerie when the Exeter Change was closed. Afterwards they were given over to panoramas and scenic representations, and finally to music and dancing. A large music hall to accommodate 12,000 persons was erected, which was afterwards used as a hospital during the rebuilding of St. Thomas's, and also by the Rev. C. H. Spurgeon for a short time for religious services. It was here that, on the occasion of his first service in October 1856, seven lives were lost in a panic from a false alarm of fire.

The ground covered by the Gardens from Penton Place to New Street is now covered with streets of good houses uniformly built in 1891 to commemorate the Services held by Mr. Spurgeon. At the corner of Manor Road is the Alexander Institute with a gymnasium and library. In Penrose Street are the offices and shops of the London Street Tramways Company, the rest of the neighbourhood being composed of two-story dwellings of a commonplace and depressing type.

Crampton Street is lined with tall new tenements with the unfinished public baths and washhouses in Manor Place. All this district is new, tall flat houses taking the place of small rows of houses, and in Amelia Street some of the same class of buildings are in course of erection. In Iliffe Street, also full of new houses, is a Board School overlooking some old-fashioned streets leading to Kennington Park Road. Farther south, Lorrimore Square, with the Church of St. Paul, consecrated in 1856, and the vicarage in the Square, and Lorrimore Road, a broad street of small houses, take their name from the old Lorimoor, or lower moor—sixteen acres of land and three of water—on which they are built. In 1770 an act was passed extinguishing the rights of Common, and the ground was vested in the Dean and Chapter of Canterbury as lords of the manor in lieu of their rights in Walworth Common. Hillington Street and Beresford Street, with streets through to the Walworth Road, are liberally laid out and clean, with the same straight rows of two-story houses. Past the Board School at the corner of Avenue Road is Grosvenor Park, a quiet neighbourhood convenient to Walworth Road Station, the majority of the houses renting apartments. The Church of All Souls, built in 1871, faces Grosvenor Street. Avenue Road, the southern boundary, contains several blocks of dwellings which in this neighbourhood hardly warrant their title of "mansions," with small rows of houses and shops to Farmer's Road. Only built up on the eastern side, this Farmer's Lane—the old footway to Camberwell from Kennington Common—is dirty and the home of labourers and workmen. Behind it the streets are also small, with the same two-story houses, poor people, and crowds of children.

Facing Kennington Park is the new red-brick church of St. Agnes, with schools and vicarage attached—and a Mission Hall in Cook's Road—with good houses adjoining it and in South Place. The streets between South Place and New Street are short, with the same small houses well kept. Kennington Park Road from the Park to Penton Place is composed of good, substantial residences, with Kennington Station of the Electric Railway at New Street and the Parish Church of St. Mary a little beyond. This church takes the place of the one formerly standing in Newington Butts, pulled down in 1876 for the purpose of straightening the roadway. The northern end of the road is given over to trade and is closely lined with shops. Behind the "Butts" to the west the streets are broad and clean, with good houses peopled by workers in the city, which is very easy of access from here. Brook Street leads into the old churchyard of St. Mary's, now converted into a public garden, beautifully laid out, with the red-brick Church of St. Gabriel, erected in 1874 as a chapel-of-ease to St. Mary's, standing in the north-west corner.

The Church of St. Mary, prior to its removal to Kennington Park Road, stood on the eastern side of this garden, and on the site of older church buildings. The

THE OLD ELEPHANT AND CASTLE INN

From the drawing by Richardson, in the South Kensington Museum.

site was probably that of the church mentioned in Domesday Book in connection with Walworth, and since the Norman Conquest its position, according to Dr. H. C. Barlow, has never changed. In 1292 a church is spoken of as being at Newington, and in the Archbishop of Canterbury's Register in 1313 the parish is called "Newington juxta London." St. Mary's stood so close to the roadway and caused such an awkward bend in the street that its removal was sanctioned in 1875, when all the remains in the churchyard were transferred to a specially built vault. Several old houses adjacent were also pulled down to further the improvement scheme. On the site stands a clock tower, 100 feet high, built in 1877 through the liberality of

THE OLD ST. MARY'S CHURCH, NEWINGTON, DESTROYED IN 1875-1876

The architect was F. Hurlbatt.

Mr. Robert Faulconer, whose name appears on an inscription. On the south side of the churchyard is the Wilberforce Mission, and a large model lodging-house in course of construction. On the north side there formerly stood the parsonage of St. Mary's, mentioned by Lyson, who says, "being built of wood, [it] appears to be very ancient [in 1792] and is surrounded by a moat which has four bridges." It is hard to imagine such picturesqueness in this portion of London now lacking every element of external attractiveness. As already mentioned elsewhere, this district was formerly intersected everywhere by small water-channels, and to reach the old Queen's Head Tea Gardens which stood on the site of the National Schoolroom, it was necessary to cross some of them. Stow mentions that in 1555 the floods were so great on the Lambeth side that foot-passengers were carried by boat

from St. Mary's Church to the Pinfold near St. George's in Southwark, and Maitland says that on the west side of Hunts' or the Fishmongers' Almshouses is "a moorish ground with a small watercourse denominated the river Tygris, which is part of Canute's Trench." In 1823, when the road here was dug up, piles and posts were discovered with mooring rings attached. According to the old inhabitants, it was possible for boats in the eighteenth century to come up to the church.

There was formerly a hospital of Our Lady and St. Catherine in Newington,

THE PARSONAGE HOUSE AT NEWINGTON, SURREY

It appears to have been built on an artificially raised site, and the architecture suggests the middle of the seventeenth century.

which continued till 1551, when the Proctor, William Cleybrooke, being dispossessed of his house, obtained a licence to beg.

Adjoining the schools is the Metropolitan Tabernacle, popularly known as "Spurgeon's Tabernacle," opened in 1861. Six thousand persons can easily be accommodated in the auditorium, and in the building are also a lecture hall, school and class rooms, three vestries, and other rooms. It was built for the great C. H. Spurgeon, who preached here till his death in 1891. His son succeeded him as pastor. The building occupies a portion of the site of the old Almshouses of the Fishmongers Company which were removed to Wandsworth.

CHAPTER VII

WALWORTH

This manor, mentioned in Domesday Book as Walearde, and then comprising some 500 acres, was given to the monks of Canterbury in the reign of King Edward the Confessor, but in 1540 Henry VIII. replaced the prior and monks with a dean and twelve prebendaries, who had this amongst other estates, and who have enjoyed it ever since. In connection with this manor frequent mention is made of the family of Walworth—lessees from the Church—and tradition names Sir William Walworth, the slayer of Wat Tyler, as an inhabitant of this village.

One hundred years ago Walworth was still nearly all fields crossed by haphazard paths which the subsequent street lines followed, resulting in the crooked roads of to-day. Patches of houses stood here and there on the eastern side of the Walworth Road, the south side of the New Kent Road, and on the northern side of East Street, while to the south the line of the Westmoreland Road crossed the Walworth Common, of 48 acres, then just commencing to be fringed with cottages. South of the New Kent Road were the Lock Fields, a reclaimed swamp, so named from the lazar-house ("le lokes") established by St. Bartholomew's Hospital for the care of lepers. To-day all this interesting ground is built over, and such is the demand for more house-room that tall tenements are being built as the leases of the small houses run out, The northern parish boundary is the New Kent Road, the south side of which from Sayer Street to Rodney Road is for the most part shops, a terrace of old-fashioned houses standing back from the road, with long gardens behind, running east as far as Paragon Crescent. Sayer Street contains a large Board School with public playground, and is entirely built up with high-class model dwellings. This style of tenement is popular here, and Lion Street, Chatteris Square, Gurney Street, Pollock Road, Rodney Place, and the minor streets behind are entirely lined with them. Two enormous blocks, "The Palatinate," face the main road and extend from Gurney Street to Rodney Place, and from the absence of signs the flats evidently let well. To the east, Rodney House, which has given its name to the road and place adjacent, has been rebuilt and stands out from the other old houses adjacent, in the centre of which is St. Mary's Chapel and Home for Working Girls. The sidewalks

here are planted with trees, which, with those in the gardens of the houses, contrast strongly with the narrow and often squalid streets lying behind. Rodney Road, a broad well-kept thoroughfare, with the new Church and Rectory of St. Margaret, is partly residential and partly a business street of old and new buildings, leading at the lower end into a closely built-up district of small streets and poorly-kept houses swarming with children. Board Schools are everywhere—one in Rodney Road, a temporary building amongst the cottages of Hemp Row, large premises at Wadding Street, and more in Flint Street. Still there are others to the south and west—some being enlarged—a sure index to the crowded condition of the parish.

The Fishmongers Company owns a great deal of property here, the houses, well built and well kept, showing conspicuously by the side of those owned privately. The smaller turnings off Orb Street are of clean small houses with little patches of gardens, and at the junction with East Street is a large vacant space—to let—bounded by tall flat houses. Behind these small streets are many alleys, the abode of costers and labourers, with small shops, chiefly selling provisions and fried fish, with numbers of second-hand and rag shops. East Street is a busy market at its west end, lined with barrows filled with cheap food, but improves towards the Old Kent Road. Off this again are many squalid and dirty alleys blocked with costermongers' wares and alive with children. The large roads to the south are of a good class, but wherever a narrow street occurs the poor have crowded it from end to end. Manor, Surrey, and Aldridge Streets, the latter especially, are filled with good houses and a better class of people, as in the streets round Surrey Square, in which stands the Church of All Saints, built in 1865.

At the foot of South Street are the extensive buildings of the Newington Workhouse of St. Saviour's Union, flanked by a large mineral water factory. Westmoreland and Boyson Roads, with the Church of St. Stephen, Walworth Common, are wide streets lined with large houses. Here are more Board Schools, one at Portland Street and another large one in Trafalgar Street, with a third in Boundary Lane. A large block of dwellings in erection at Faraday and South Streets dwarfs the surrounding small houses. Off Portland Street are many small streets of poor houses, very dirty in places, with small shops here and there, little beer-houses, and alive with dirty children playing in the roads and gutters. The need for small playgrounds for poor children is demonstrated in every one of these narrow and crowded streets, for although a large park may exist within a walk of a quarter of an hour, it is to a great extent useless for young children except on rare occasions. Boundary Lane, with its small houses and workshops, joins Walworth Road at the busiest part. Lined with good shops, and with stalls at the pavement edge, this road is a busy mart for the crowded district with its throngs of shoppers and never-ending stream of trams and omnibuses. The shops and business houses stretch almost unbrokenly to the Elephant and Castle, and the great volume of trade

has lapped over into the side streets through lack of accommodation in the main road. Among the mass of new houses a few of the old ones still remain, some of the best of which are in Queen's Row. At Liverpool Street in a quiet neighbourhood is the Church of St. Peter, with the rectory adjoining, standing in a large yard laid out at the expense of the Company of Goldsmiths in 1895 by the National Public Gardens Association, and forming a beautiful garden shaded by fine trees, the only large open space in the parish and therefore greatly appreciated.

ST. PETER'S CHURCH, WALWORTH

Designed by Sir John Soane.

Off Trafalgar Road are some poor small streets, tenanted by the lower classes, of which the dirty Brontë Place, a rendezvous of costers, is a type. Crossing East Street, busy and far from clean, with its gutter market in full swing, St. Mark's Church to the left rises high over the small shops, with a big Board School at King and Queen Street, which curves into York Street. At Morecambe Street is the Robert Browning Hall, with the Clayton Jubilee Memorial Schools, erected in 1855, and the Schools of St. Mark's Church. St. John's Church is opposite in Charleston

Street. At the corner of Wansey Street and Walworth Road is the Newington Vestry Hall, and adjoining the Free Public Library, opened in November 1893. This is a beautiful building with spacious reading rooms, lending and reference library, well stocked and largely used. Forty years ago all this ground, as far as Brandon Street, was still meadow and gardens, which accounts for the better style of streets.

The large Walworth Road Chapel and Surrey Tabernacle are in the next block, and near by is Heygate Street containing the Borough Jewish Schools, built in 1867. The streets here are small and clean, but the adjoining Brandon Street is not so good, many small poor turnings leading from it. A row of old red-tiled houses with high steps, quite a surprising discovery in Walworth, stands at the foot of Gurney Street, and opposite the fine dwellings erected by the Company of Fishmongers. Gloucester Row and Weymouth Street, also lined with tall flats, lead back to the New Kent Road.

CHAPTER VIII

CAMBERWELL

In the Domesday Book this parish is called Cambrewelle, but subsequently the *b* was dropped, and from the eleventh century to the sixteenth century the name of the parish is quoted as Camwell, Cammerwell, or Camerwell. In the seventeenth century the *b* found its way back again, but it was not until the middle of the eighteenth century that Camberwell, as it is now written, was officially or locally recognised. It was held by Hamo the Sheriff, who owned so much land to the south of London, and a church and sixty-three acres of meadow are noted; also the wood furnished food for sixty swine. The origin of the name is not clear, but as the parish church has been dedicated from the Saxon times to St. Giles, the especial patron of cripples, and certain springs in the neighbourhood were said to possess salutary virtues for persons so distressed, and that the old British word *Cam* signifies crooked, Camberwell may simply mean "the well of the crooked." Ancient wells have been discovered here, and in Lyson's time a portion of the parish was called Milkwell.

The centre of the parish is the "Green," a well-kept garden of two and a half acres furnished with seats and shaded by many fine trees, forming a model open space for the crowded population. Facing this are a few old houses of the parish, now disappearing in favour of shops, save on the eastern side, which is not well adapted for trade. On this space was formerly held Camberwell Fair on the 18th, 19th, and 20th of August, but it was ultimately suppressed in 1855, when the manorial rights to the ground were purchased by subscriptions and the Green made into a park and enclosed. The southern end of the Green has always been a starting-point for omnibuses to the City, and in addition to these it is now an important stopping-place of the tramways between Greenwich, Westminster, and Blackfriars. In 1796 the coach that left here for Charing Cross made two journeys in the day, and those running to Fleet Street were content with three, with a fare of one shilling outside and eighteenpence in, which has gradually been reduced, till now the same journey costs threepence and is performed in a few minutes. At the northern end of the Green stands the Grammar School, a modern building erected

in 1871 on the site of the original schools, which date back to 1706. The School was originally built for 30 boys and girls, a number which has grown to 800. Northwards from the Green, Camberwell Road is mainly shops with a few terraces of dwellings that are slowly being merged into trade.

In 1840 Tom Hood lived at 266 High Street, two doors from the corner of Medlar Street on the west side, prior to his removal to St. John's Wood, where he died some few years later. Behind these houses are large builders' yards, and other trades on every available site, and passing Emanuel Church, erected in 1841 and now in need of repair, the Wyndham Road is reached. This was formerly Bowyer Lane, named after the family of that name who settled here in the reign of Henry VII. and whose mansion was pulled down in 1861 for the extension of the Chatham and Dover

THE OLD SEAT OF THE BOWYER FAMILY AT CAMBERWELL
Demolished in 1861.

A DOOR IN BOWYER HOUSE

Railway. Another of their houses stood on the site of the Greencoat School facing the Green. Immediately to the north of Wyndham Road, at the main road, stood Freemason's Mill, a noted landmark and parish boundary, and in the old Bowyer Lane were the Flora Tea Gardens, at one time a famous south London resort, which reached its zenith in 1849. This neighbourhood has always had a bad reputation, the murderer Greenacre having lived here in 1836, and to-day the streets off Crown Street are crowded with the vicious and poverty-stricken classes. Costers, hawkers, and labourers herd together in dirty streets which swarm with neglected children. Every available foot of space is used as stabling for ponies and donkeys and standing-room for barrows and small carts. Becket and Toulon Streets are a trifle better, but as far as Farmer's Road the district is poor. The Schools and House of St. Mary and St. John, newly erected, stand in Wyndham Road, which improves to the west, but the houses and shops are still small and mean, and hardly suggest that

in 1809 the parish was described as "a pleasant retreat for those citizens who have a taste for the country while their avocations call them daily to town."

On both sides of Clarendon Road there is still much open ground used for building material yards now being cleared for permanent structures, and facing Camberwell Road is the Clarendon Nursery, one of the solitary survivors of the famous local trade, for less than forty years ago all this district was market gardens and nurseries. A large Board School stands in the Leipzig Road among fairly comfortable houses. Medlar Street, formerly Orchard Row, named from Myatt's Orchard which covered the ground, adjoins the Lambeth County Court, next to which is the Surrey Masonic Hall, used by the South London Institute of Music, and the sorting-office of the G.P.O. Opposite is the Roman Catholic Chapel of the Sacred Heart with Presbyterian Schools behind, and adjoining is the Camberwell Congregational Chapel, built in 1856. Camberwell New Road narrows considerably at this point, restricting the tramways to one line, with turnouts, and is bordered with trees now grown to a good size. The houses are large, standing well back from the road, with long gardens behind. In County Grove many new houses are being built, and in other directions vacant plots are being covered with small houses. Flodden Road is lined with good houses and contains the head-quarters of the 1st Surrey Rifles with a drill hall and large parade ground attached. The Swedenborgian Church of the New Jerusalem, built in 1868, is in this road, and to the south lies Camberwell Park. This tract, originally a market garden and known as Myatt's Fields, consists of fourteen acres laid out with lawns and flower-beds, and includes a band-stand and a large separate gymnasium and playground for boys and girls, all under the care of the London County Council. Having a crowded neighbourhood to the north and west, the park is an inestimable boon for the children. A small angle at the north-east corner, which should be included in the park, is to let in twenty-foot frontages, which is far below the average frontage in this vicinity ; but efforts are being made to purchase the ground and to add it to the open space. In Calais Road and also in Cormont Road is a wide strip of property that is now being covered with houses. Those on the latter road are of a good grade to correspond with the neighbourhood, which to the south and west of the park is made up of wide, well-kept roads built up with modern dwellings. At the corner of Knatchbull and Burton Roads is Longfield Hall, with the academy of the new Church alongside and the Free Library opposite. This consists of a cosy little red-brick building originally erected for a parochial hall in 1887, but turned into a library in 1890, and contains reading rooms and reference library.

Facing Camberwell Park is the Church of St. James, of stone with a spire, erected in 1869, in advance of the neighbourhood, which is now, however, almost entirely covered with houses. The ground to the south of the church to Templar Street is vacant and used as a garden. East of Park Road the large open space from

Harold Street to Denmark Road is the property of the railway company adjoining, which has let a portion of the southern end for light manufactures. Under the Bridge, Denmark Street and Road and the short streets off them are of small houses tenanted by a mixed class with a sprinkling of poor among them, and some shops at the corners, and continuing down Warner Road leads back to New Road. On the north side next to the railway bridge are the stables of the Tramway Company, the Girls' and Infants' Schools of St. Matthew's, Denmark Hill, erected in 1850, and nearest the Green the large Catholic Apostolic Church. Crossing the south side of the Green, Church Street is reached with its busy traffic and shops, and behind these is a group of small streets to the Waterloo Road, closely populated and clean, but with a very mixed class of residents, the fairly well-off being alongside the poor class. The Public Baths are situated in a short street off the main road near the Green and are well patronised. Vicarage Road and Terrace are the homes of the middle class, but the continuation of the latter—Belham Street—is very poor. St. Giles's Vicarage stands in large grounds surrounded by a high wall facing the church on the Peckham Road with North Terrace composed of large houses to the east as far as the Parish buildings. Behind is Brunswick Square bordered with good houses with an open space to the north as far as Elmington Road. A Presbyterian Chapel and School stands in Benhill Road, and between here and Havil Street are many small streets of neat little houses. This street is named from the family of Havil, old residents who lived at the corner of what was then Workhouse Lane, and whose house was torn down to make way for the new Vestry Hall, built in 1873. Across the street are also Parish offices, and from the corner north to Brunswick Street stretch the different buildings of the Camberwell Workhouse, which have been erected since its inception in 1731. In the block bounded by Havil and Southampton Streets behind the Vestry Hall the centre is all open ground, part of which is used as a nursery. At the back of the old Camberwell House, formerly a private school and afterwards used by the Royal Naval School before its removal to New Cross, and now a private asylum with large grounds attached, there stands a large and ancient brewery, and facing Bushey Hill Road are the buildings of the Passmore Edwards South London Art Gallery and Technical Institute (the Lord Leighton Memorial), now in course of construction. Camden Church, standing in a large grass-grown yard, adjoins, and dates from 1797, with Camden Terrace, 1766, to the corner of Southampton Street. This neighbourhood is all of the eighteenth century, and the view across the yard of Camden Church discloses the old-fashioned style of the buildings with their tiled roofs, long gardens, and decaying fruit trees. Southampton Street begins with good houses, but the north speedily alters, and poor shops and small houses are to be seen everywhere. At Peckham Grove, where the old Dowlas Common formerly existed, the road widens very much, and winding on to New Church Road is now being improved, rows of new houses taking the

place of poorer cottages. Mechanics and clerks occupy most of the district, and many of the houses rent apartments.

In Sedgemoor Place stands the Aged Pilgrims' Asylum, erected in 1837 for forty-two aged pilgrims. It is a brick building with an embattled centre, flanked by two towers, surrounding a quadrangle with a lawn in the centre. Immediately behind is the Bethel Asylum, erected in 1838 for fourteen aged women by William Peacock, who also gave the ground for the Aged Pilgrim building with its entrance in Havil Street. At the corner of Commercial Road is the "Rosemary Branch" on the site of a famous old house which stood in extensive grounds in the early part of the century and was noted for horse-racing, cricketing, and pigeon-shooting. Behind are the Assembly Rooms, now used as a cheap Variety Theatre. Branch Buildings and the dirty district of Diamond Street, with Hornby Road, is a very poor neighbourhood, packed as closely as possible. In this angle stands the Church and School of St. Luke, which has a day nursery and home for girls in a large double house in Commercial Street. To Sumner Road the neighbourhood is of a better order, although in spots it is occasionally dirty. In St. James's Grove, the best street near here, stands a Baptist Chapel, and next to it a very large Board School with extensive playgrounds free to the neighbouring children. In Granard Road is another large school which draws its scholars from the poor districts of Tilson and Gloucester Roads. Sumner Road is fairly well-to-do, with small shops and little by-streets full of clean new houses. In Davey Street is the new red-brick church of All Saints, North Peckham, with a Parochial Hall, Club, and Institute at the corner of St. George's Road. The latter road runs west to Wells Street parallel with the Grand Surrey Canal, and contains a great many small tradesmen who have shops erected in the yards behind the houses. The people here are comparatively well off, whilst the streets to the south contain a shifting population of a decidedly poor type. At Trafalgar Bridge, Sumner Road narrows, and crossing the Canal becomes Trafalgar Road, which joins the Old Kent Road. On both sides of the Canal are large business premises, and along the banks are to be seen lime and cement yards, cooperage, colour-works, and coal-wharves. From Trafalgar Road to the Old Kent Road the angle is closely covered with houses and factories and numerous stables.

One little relic of old Camberwell remains in Trafalgar Cottage (No. 75 in the road), a little one-story, weather-boarded, wooden cottage with pantiled roof standing in a garden full of flowers and shrubs, enclosed by broken palings. This quaint survival of a more picturesque age stands under the shadow of a huge gas-meter factory surrounded by large houses. From the end of this road to the Canal Bridge both sides are lined with good houses standing well back from the street in gardens. The corners of the streets are, however, generally occupied by shops, and alterations are now being made to convert more houses to trade purposes. On the north side of the road stands Marlborough Congrega-

tional Chapel, erected in 1827. The front bears a tablet which commemorates the martyrdom at St. Thomas à Waterings, in the Old Kent Road, of John Penny, M.A., on May 29, 1593. St. Thomas à Waterings was a favourite stopping-place with the pilgrims going to Canterbury, and also for travellers on the road to Dover. It was named after St. Thomas à Becket, and the small stream and watering-place was close to the second milestone from London Bridge. Maps as late as 1790 show the stream a little south of the Green Man public-house, which would place the spot near the Albany Road. Chaucer speaks of this place in the prologue to his *Canterbury Tales*, and Stow also mentions it when he tells how Penny was apprehended by the Vicar of Stebenheath (Stepney), committed to prison, and afterwards hanged here. Penny had circulated seditious pamphlets under the pseudonym of *Martin Marre*, *Prelate*, and for this was arraigned at the King's Bench in Westminster, convicted of felony, and condemned to death. The spot was a favourite place of execution for Surrey, and in 1540 Griffith Clerke, Vicar of Wandsworth, his chaplain, servant, and Friar Waire were all hanged and quartered, in all probability for denying the supremacy of the king. In 1553 one of the quarters of Sir Thomas Wyatt was exposed here after his execution for insurrection against Queen Mary. The last persons executed here were a father and son who had been convicted of murder, about 1740. At the Canal Bridge shops line both sides of the approach, and the road over the Canal is very narrow for the great stream of traffic. On the north side of the Canal, which curves eastwards, are lime works, wood yards, and a huge pottery facing the South Metropolitan Gas-works. From the Canal to Rotherhithe New Road and east as far as Ilderton Road, is a new district only recently taken over from the market gardeners. It is served by two large Board Schools standing in the Credon and Ilderton Roads. The Parish Church of St. Bartholomew with Schools and Vicarage are in Barkworth Road. The eastern portion of this angle is peopled by the better class of mechanics, clerks, and employees of the great goods yards adjoining, with tidy little houses and clean streets, but the western end, as in Verney Street, is crowded, dirty, and ill-kept. Verney Street, as it faces the Canal, is lined on the south side with factories of all descriptions and with the noises of the saw-mills, smoke from the pottery and gas-works, and the vapours from a soap-works and size-factory, is not a pleasant abode. The houses are all of a monotonous two-story pattern, and though so small a great number of them rent rooms furnished or unfurnished.

Rotherhithe New Road and Rolls Road bound the immense goods yards of the South-Eastern Railway, and are partly built up with cottages and in places with small factories. To the south of Rolls Road the population is crowded, and with the exception of Avondale Square, which is full of fairly well-to-do middle-class people, is composed of artisans, mechanics, and poorly-paid labourers. The St. James's Road is a little better off in regard to houses and tenants, but Lovegrove and Mill

Streets adjoining are dirty and contain miserably poor people. In Marlborough Road is one of the old Board Schools, erected in 1872, and in Mawbey Road is another large new one with extensive playgrounds. In Avondale Square is the Church of St. Philip, its schools and vicarage surrounded by good old houses. Earl Road runs through a very poor neighbourhood of small houses, with muddy, narrow streets, swarming with ragged children.

The Old Kent Road with its wide pavements and busy shops is at its best in this district, and passing St. Thomas's Road, named after the watering-place, with a Fire Brigade Station at the corner, Albany Road is reached, containing the new Maze Pond Church, originally founded in 1692 in Bermondsey. Albany Road is a wide, wood-paved main thoroughfare from Camberwell Road to the Old Kent Road, which is daily being improved. There are Board Schools in Coburg and Scarsdale Roads. Coburg Road, which runs north and south, contains St. Mark's Church and is lined with good houses, but from its junction with Neate Street traverses a poverty-stricken mass of small houses to the Canal. The western end of Neate Street is a little better as to its houses and population, and contains linoleum factories, wool-works, and many minor industries. From Longcroft Road north to Albany Road is comparatively new, but the people incline towards a precarious existence, and the houses are generally sublet. In Conan Street is the large building of Messrs. Watkins, who have contracted with the British and Foreign Society for the binding of all Bibles issued by them for the last sixty years. Many large firms have stables and yards in this locality, and there are two depots and stables of White's Mineral Water Company covering a vast area. Wells Street with a sharp gradient crosses the Canal on a narrow iron bridge erected in 1862, and on the south side is the Church of St. George, erected in 1824, when this neighbourhood was all fields, and it has since then been closely hemmed in with houses. The churchyard is laid out as a garden, and a mortuary and coroner's court have just been erected at the back. The banks of the Canal are kept busy with passing barges, and there are many yards for wood, lime and cement, colours, coal, and sauce and pickle factories. The stacks of wood in the timber-yards are immense, and whilst some are slowly built up by porters, others are rapidly piled up by steam cranes, working from the top. East of Wells Street, north of the Canal, most of the streets are narrow and dirty, and here as everywhere else in the poor districts low taverns abound. Four large new blocks on the north side, named the "Albany" after the road, are clean and well built, and cover the ground to Boundary Lane. From Camberwell New Road south to New Church Road is almost all residential, consisting of good houses standing back in gardens, but these are rapidly changing and very shortly all will have been converted into shops by building on the gardens in front. The head of the navigation of the Surrey Canal is behind No. 107 in this road, surrounded by large coal-wharves, wood-yards, and an oil-wharf. Turning into Addington

Square the Trinity Court Hall, used for lectures and other similar purposes, is passed, and on the north of the Square are the Baths erected on the bank of the canal in 1825. The Square is the residence of respectable people, but Bath Place, immediately behind, is very poor. In all these small turnings bordering on the Canal the people are near the hunger-line, though the houses are as a rule very clean. New Church Road is lined with small houses, and contains the new red-brick building of the Trinity College Mission, large mineral water works, and several smaller factories. Edmund Street and the turnings off both sides are small and dirty with a floating poor population. At the upper end large blocks of insanitary

ST. GEORGE'S, CAMBERWELL

With the Grand Surrey Canal in the foreground, as it appeared about 1824, when the church was built.

and unhealthy houses have been taken down to make room for larger tenements. Southampton Street has also had numbers of houses pulled down and new ones are going up rapidly. These are built with two doors to each, so that separate families can occupy the different floors. In Parkhurst Street also new houses have appeared lately among the very old cottages with their big gardens and shade trees. All through these better streets the houses are used for small businesses, and in many cases temporary workshops are erected in the yards, which are generally capacious. Cab-yards, laundries, stone-yards, wheelwrights and other small trades are also numerous, with many shops interspersed, the new ones large and roomy, the old ones small and unclean. Wells Street, Cottage Green, and the streets to the east as far as Peckham Grove contain many houses with the people in comfortable

circumstances, and in Peckham Grove with its rows of fine trees they are much better off. Round the Board School, facing the foot of Wells Street, Harriss and Amelia and other cross streets contain a very poor population in small cottages. To the west of Acorn Street all the streets are of the poorer class, some very narrow and all comprised of small houses, generally of two stories. George's Street is much wider, and here an attempt has been made to rehouse some of the poor in the larger buildings of Waterloo Square. A big Board School is also in this street, with a large jam factory, a brewery, and a hall of the Salvation Army. In Waterloo Street are national and free schools, and at the bend a very few old wooden cottages. To the south extend a waste of small streets built as closely as possible, and from them come the children that overrun the adjacent Green.

CHAPTER IX

ROTHERHITHE

As no mention is made of Rotherhithe in Domesday Book it is probable that it was not a distinct manor, but only a hamlet to Bermondsey, and this portion of the Manor of Bermondsey was reserved by William Rufus, and remained Crown land till the time of Henry I. The derivation of the name is generally given as Rethra from the Anglo-Saxon words *Rethra*, a sailor, and *hythe*, a haven, but there are other solutions equally good. The common way of speaking of this parish was formerly Redriff or Red Rose Haven, and variations of this appear in old documents, and even to-day it is so called by many of the residents and seamen. Formerly a vast marsh, it was reclaimed only to be inundated again and again till the continuous embankment of the Thames at length shut out the tides and the land was drained by ditches and sluices. At the beginning of this century very little building, save a fringe round the river wall, had taken place, and the vast system of docks now occupying the whole eastern portion of the district was represented by one solitary basin—the Greenland Dock of to-day. Where the docks now are, cattle had the marshy fields to themselves, the good land was taken up by market gardeners, and the majority of the sparse population were sailors. All this is changed, for the advent of the docks and consequent better roads and the railways have built up all the available space, and the poorer, crowded portions are being replaced by tall blocks of dwellings.

Leaving London Bridge to descend Duke Street, on the right is the approach to London Bridge Station, one of the busiest railway depots of the world, and originally the terminus of the London and Greenwich Railway. This was the first line opened in the neighbourhood of London and stands on a continuous series of brick arches, 878 in all. Commenced in 1834 and opened Tuesday, November 1, 1836, the extraordinary consumption of bricks materially affected the price of brick-work in and about London. This station is jointly used by the South-Eastern, commenced in 1836, and the Brighton Railway, which was finished in 1841, and until Cannon Street and Charing Cross Stations were built was the terminus. Additions and improvements are constantly being made, and another line has just been added

to the Waterloo branch, which crosses the approach. Facing the large yard of the station, filled with cabs and omnibuses, is a row of shops, mainly catering to travellers' wants—several are restaurants—and others to suburban dwellers as markets for meat, fish, and perishable foods. Two wide approaches—on arches—lead from the Borough High Street to the station yard, but are so far little built upon. The arches of the railway viaduct are, however, all rented as shops which do a good trade. Duke Street is lined with shops on the north side and opposite are the railway arches, chiefly taken as storerooms by provision traders. At the foot of the slope is Tooley Street—a corruption of St. Olaf's Street—a busy place of wharves and warehouses, and a head-quarters of the provision trade. A flight of iron stairs leads down from London Bridge to this street, avoiding the detour of Duke Street. Provisions of all kinds, with Colonial produce, and quantities of potatoes are on every hand, and the busy strings of wagons everywhere are loaded with foodstuffs. The Church of St. Olave was named after St. Olaf, the fierce Christian king of Norway who was killed in battle at Stiklestad in 1030. It is impossible to say when the first church was built on this site, but it was confirmed to the Prior and Convent of Lewes by William, second Earl of Warren and Surrey, a son of their founder who died in 1138, and it is recorded that Peter, Bishop of Winchester, who governed that see in 1205, appropriated the church to the Prior and Convent of St. Pancras at Lewes for the purpose of hospitality. In 1736 the building, being ruinous, was rebuilt, and completed in 1740. In 1843 a great fire which consumed the adjoining Topping's Wharf burnt the church, but it was speedily rebuilt. This fire also consumed Lock's shot tower which adjoined to the west and on which was Watson's Semaphore Telegraph to the Downs. Tooley's Stairs and Water-gate were to the west of the church, the churchyard of which reaches to the water-side, but has lately been walled up and wooden platforms erected in front of it for landing goods from barges. In the vestry of St. Olave's hangs a picture of the "St. Olave," a private ship of war, fitted out by subscription in 1850.

Where Chamberlain's Wharf now stands was the house of the Abbots of St. Augustine's at Canterbury. It was purchased by the Abbot and Convent in 1215, and at the Dissolution became the property of Sir Anthony St. Leger, whose name, corrupted to Sellenger, was to be found till lately in Sellenger's Wharf. To the south where Duke Street and the arches of the railway cover Carter Lane, stood the Inn or London residence of the Priors of Lewes "with gardens extending to the White Lyon," and which, in Stow's time, had become a common hostelry for travellers and had for a sign "The Walnut Tree." In Carter Lane stood in 1798 a Baptist Chapel which was the forerunner of Spurgeon's Tabernacle at Newington. London Bridge Station with its successive enlargements blotted out a mass of small alleys and streets extending from the Borough to Crucifix Lane and from Tooley Street to Thomas's Street, and also covered the Flemish burial-ground

A PLAN OF ROTHERHITHE MADE IN 1755 FOR STOW'S SURVEY

where so many of the alien refugees who lived near were buried, as well as the additional churchyard of St. Olave's. The Grammar School of St. Olave's (1571) was also demolished, and in Crown Court, Glean Alley, the workmen came upon extensive groined brick vaults, the substructure of some important mansion, probably the residence of the Duke of Burgundy, or his ambassador, about the reign of Edward IV., as on or about this spot was a place called "The Burgundy," or "Petty Burgundy." The station also covered the site of Earl Godwin's house, which with the township fell to the Waneus, at the Conquest; the sites of the White Lion Inn; Sir John Fastolf's "Boar's Head"; the "Cheques" and

FIRE AT TOPPING'S WHARF, NEAR LONDON BRIDGE, IN 1843

To the right of the tower of St. Olave's Church can be seen the half-burnt shot tower from which messages were signalled to the Downs.

"The Ship," the prison of the Liberty known as the Gatehouse; and the gild-house of the Brothers and Sisters of Jesus of St. Olave's. The portion of Tooley Street was known as Short Southwark, and sixteenth-century maps show a cage and pillory in the street at "the Borgney." Close to this stood the Bridge House with its extensive yard to the river—probably marking the site of the old wooden bridge over the Thames—a store-place for material used in building or repairing the bridge, now covered by Cotton's Wharf. Here also were the garners for corn and ovens for baking bread for the poor mentioned in another chapter. East of this, and now covered by Hay's Wharf and Dock, was the City Mansion of the Abbots of Battle in Sussex, the name of which is partly preserved by the Battle Bridge Stairs.

To the south, crossing Tooley Street, lay the spacious grounds of this house, the

garden and the maze, the name of which is perpetuated in the streets on the site. A broad stream, flowing from the Manor of the Maze, the seat of Sir William Burcestre in 1407, was crossed by Battle Bridge, and just beyond at the end of Bermondsey Street stood a cross, in the centre of the road to the Abbey of Bermondsey. This is now a very busy district and Tooley Street is lined with great warehouses with docks and wharves to the river. Opposite, the railway arches are used as stores and offices, and the Provision Exchange is in one of them. Inside the gateway of Cotton's Wharf on the wall is a monument to the memory of Superintendent Braidwood, who lost his life near this spot during the great fire which destroyed this property in 1861. The streets under the railway are merely well-lighted tunnels leading to St. Thomas Street, the arches in them also being used for storage purposes. Of these the Maze has been renamed Weston Street. Beyond the great Hay's Dock storehouses is Hay's Lane, always alive with wagons loading from the tall buildings. Counter Street is a dark narrow turning with many overhead bridges between the buildings; it takes its name from the Surrey Compter that stood in Mill Lane. This lane, now known as Battle Bridge Lane, took its original name from the mills of the Abbot of Battle, afterwards owned by Sir John Fastolf, which stood on the creek that here entered the Thames and are frequently mentioned in old documents as "ffostales mills at Battle Bridge." Off Mill Lane to the east runs a network of small alleys now known as English Grounds, formerly Bull Court and Brewer's Alley. The houses are small, old, and full of working people, but judging from the improvements now going on near here they will not exist much longer.

At the river-side is Battle Bridge Stairs, hemmed in by tall buildings, a couple of wherries plying from the foot of the stone causeway to the ships in the Pool. Peacock Alley, a narrow passage between the high warehouses, leads into Morgan's Lane. It was formerly Magdalen or Maudlin Lane, and with Magdalen Street and Place shows some trace of the connection of Magdalen College with Southwark, to which foundation Sir John Fastolf was a magnificent donor—at least in intent. The warehouses here are old, with old-fashioned cranes and appliances for handling goods, low doorways and ceilings, and are in some instances largely composed of wood. The Gun and Shot Wharf at the river-side is also old, with high peaked tiled roofs, and passing the quaint public-house "The Brewers," through a narrow passage leads to the fine new warehouses of Symon's Wharf. With its modern rows of cranes and iron galleries on each floor goods are rapidly handled. Formerly there was a right-of-way from the Bridge House Yard all along the water front, but the erection of new warehouses has gradually shut up the thoroughfare from Morgan's Lane westwards. South of the bonded warehouses of Symon's Wharf, Green Bank falls into Tooley Street. Until lately a miserable street of small tenements, it has recently been rebuilt on the east side with good buildings, chiefly

warehouses, whilst the western side is vacant with a few of the walls of the small houses still standing. Tooley Street here changes from warehouses to shops, and at the corner of Bermondsey Street is the terminus of the Deptford and Rotherhithe Tramways.

Bermondsey Street leads under the arches of the railway to Crucifix Lane, so named from a tradition that Sir Thomas Pope had set up the Rood of Bermondsey on the Common in Horsleydown at the end of this lane, and there is no doubt that on the day of St. Matthias the Apostle in 1558, when the Bishop of Rochester preached at Paul's Cross, it was taken down and destroyed. This Rood was said to have been brought from Rome in 599 by Augustine, and had the reputation of effecting marvellous cures. Between Tooley Street and the railway are many small and clean streets, full of working people. Strand Street, late College Street, is exceedingly narrow. Magdalen Street contains a large Board School. In Unicorn Passage is a Roman Catholic School, and at the north-east corner of Stoney Lane a Fire Brigade Station. This is a busy lane although much of the eastern side is vacant as far as Vine Street. One block containing 57,000 square feet is to let and others have notices on them. The west side of the lane is mainly wool warehouses and the road is full of wagons discharging. This turning was once a Roman road leading to the *trajectus* or ferry over the river to the Tower, and here was the palatial mansion of Sir John Fastolf the distinguished soldier, who is mentioned in another chapter.

Vine Street, the next turning eastwards, is narrow and contains several alleys, built in 1823, full of small houses, badly kept and dirty, with very poor tenants. The Surrey Shaft of the Tower Subway adjoins the Vine public-house. This way to the Middlesex Shore at Great Tower Hill has been abandoned since the building of the Tower Bridge, and the owners of the property have been compensated by the Corporation. The Subway was built in 1871 by a joint-stock company, and was a circular iron tube seven feet in diameter, and intended by the engineer, Peter Barlow, for a rope-drawn car, but in consequence of several accidents it was latterly used only by foot-passengers. The toll was one halfpenny, which was paid by a million passengers a year. The Board of Works of St. Olave's district have an office and stone-yard here (1893). At the river-side are wharves and warehouses, and Pickle Herring Stairs. The narrow street which follows the water-side wharves is named Pickle Herring Street as far as the Tower Bridge, but how this name arose is not known. It is natural to suggest the herring trade, but in the register of St. Olave's Parish, 1854, is recorded the death of Peter Van Durannte, *alias* "Pickell Heringe, brewer," from whom the place might have been named. This portion of the river-side is very narrow and full of old wharves with new ones gradually displacing them. The roadway is composed of granite blocks which are always greasy, and there are no footways, while the overhead bridges connecting the buildings reduce the light to a deep gloom.

Opposite the Tower of London was the "Rosary," a mansion belonging to the family of Dunlegh, who appear to have been of some consequence in Southwark at an early period. At Weaver's Lane and Tooley Street is an open asphalted space of a quarter of an acre—once the burial-ground of St. Olave's Church—used as a playground by the children of this crowded parish, and known as the Tooley Street Gardens. St. John's School for Girls looks out on this space from the corner of Potter's Fields. In the north-west corner is a parish mortuary, and beyond, down Weaver's Lane, tower the fine blocks of the Vine Street buildings. Facing the main road at Potter's Fields stands the Free Grammar School of Queen Elizabeth belonging to the united parishes of St. Olave and St. John. It is built of red brick in the Tudor style and contains a residence for the master, as well as the school-rooms. There is a clock tower over the main buildings, which date from 1894-1895. Besides the open playground, the western class-rooms are built on arches, thus giving the scholars a covered ground for bad weather. The original endowment of the school was £8 per annum from a bequest of Henry Leake, a brewer of the parish of St. Olave in 1559, and from this beginning the School was established in 1561, and stood where London Bridge Station is now. After many removals, being again ousted by the railway from Bermondsey Street, it has finally settled down here. In 1581 Horsleydown was conveyed to the governors of the school, and this common-land, which was then rented at £6 per annum, had increased so in value as to produce in 1860 an annual income of over £3000. Originally this tract was purchased by the parish in 1552 from the owner—one Hugh Egglefield—for £20 and twelvepence, and the privilege of grazing two kine on the land for his life.

Potter's Fields contain many wool warehouses and storehouses. On the west side large freehold property is for sale, which will result in great improvements in buildings. The old Horsleydown Fair Street formerly cut right across the Horsleydown and was a private road, a map dated 1544, in the possession of the Governors of St. Olave's Schools, showing the gate at the Southwark end. Here were the parish archery butts, and the river-side portion was taken up by bleaching and washing grounds, gardens and orchards. On the river-bank, where Pickle Herring Street now is, was Bermondsey House, probably a house belonging to the Abbey of Bermondsey. Horsey or Horsleydown was originally an eyot or island formed by two streams which flowed into the Thames, the one at St. Saviour's Dock—the port of Bermondsey—and the other at Battle Bridge. The district formerly belonged to Bermondsey Abbey and was the resort of French and Flemish refugees in Elizabeth's time, who improved the gardening, tanning, and brewing trades. Eastwards to the school is the approach to the Tower Bridge, which covers the site of Freeman's Lane and Hatley s Wharf. On both sides of the Bridge approach there is considerable vacant ground to be let for building, and on the

western side foundations are being built for large premises. East on Shad Thames the ground between the Bridge and the Anchor Brewhouse is vacant, and then comes Old Horsleydown Stairs, now built over by an extension of Courage's Brewery, but still used by a few watermen. This establishment stands on the site of the house of the Knights of St. John of Jerusalem and formerly belonged to St. John's Hospital in Clerkenwell, and was afterwards known as the Manor House. At the river-side was the Mill of St. John's, the name of which is still carried in Jerusalem Wharf and the dedication of the parish to St. John. Between this and Dockhead formerly stood a Hermitage, of which little is known, but it was probably belonging to the order of St. John. From here Shad Thames follows the water-side to Dockhead. Narrow, badly paved, and dirty, it is crossed overhead by many bridges from the wharves, and is full of flour, corn, and rice merchants and mills. Everything and everybody is covered with fine white powder. There are a few eating-houses and shops sandwiched in among the great warehouses. The curious name is said to have been derived from the quantity of shad formerly caught and brought ashore here, although a corruption of St. John-at-Thames is also suggested. Between this and Tooley Street—excepting Gainsford Street—is a poor neighbourhood, dirty and crowded, while many of the houses, such as those in New Square, are largely built of wood and in bad condition. At the north-east corner of the Tower Bridge approach and Tooley Street the vacant ground has just been covered by a large and imposing public-house in the latest flamboyant style.

From Horsleydown Lane to Dockhead the north side of the street is mainly shops, and opposite are the massive blocks of artisans' dwellings known as Hanover Buildings which continue as far as Dockhead. They are the houses of the best class of working people and are well built. South of Tooley Street to the west, Barnham Street—old Dog and Bear Yard—still contains a few wonderfully old houses, and in Parish Street is the workhouse of St. Olave's Union. This occupies the site of the old Artillery Hall, erected in 1639 and superseded by the workhouse in 1725. The remains of the old Hall were pulled down about 1835. Here the train-bands of Southwark were drilled, and their old martial grounds are now partly covered by the church and churchyard of St. John. This was one of the fifty churches built under the provision of the Act of Queen Anne in 1736. The churchyard is laid out as a garden, contains a Parish Vaccination Station, and in the north-east corner stands the Clergy House of the parish. Across Church Street stands a new Board School which covers the entire angle, and here the commencement of a fine broad street from the Tower Bridge south to the Bricklayers' Arms in the Old Kent Road can be seen, which will still further relieve pressure on London Bridge and provide for the constantly increasing local traffic. As far as the railway to the south is a poor locality, but a few of the small turnings contain fairly well-to-do people. Tanner Street leads up to the Dockhead, so named from being the head

of St. Saviour's, or Savory's, Dock. It was so named from the Abbey of St. Saviour, Bermondsey, to which the stream was formerly navigable for barges and boats. The Convent Mill, which stood near Mill Lane, indicates the spot where the Abbey corn was ground. The dock to-day is filthy, although formerly noted for its fishing and swans. A deed of the Abbot of Bermondsey dated 1536 relates to a mill near St. Saviour's Dock which was devised to John Curlew for grinding purposes. There is still a Curlew Street near Shad Thames. The sluices of the mills on

ROTHERHITHE

As it appeared in the early years of the nineteenth century.

the Thames at this point were the cause of vast litigation between the millers and the tanners, who had been used to a free supply of water for their trades and who ultimately regained their ancient rights. Later the mill was transformed into a water machine which raised the Thames water and delivered it to the locality through two main pipes of a six-inch bore. To-day the dock is crowded with barges to the Dockhead, loading and unloading their cargoes at the wharves that line both sides. At the Tooley Street end are seen gangs of labourers and loafers who lounge at every corner all the way to Greenwich, using a language of their own and obliging respectable people to walk on the road. East of the dock is Mill Street, with Mill Stairs at the foot, full of flour mills and with a poor neighbourhood

opposite. This was Jacob's Island, and comprised London, Jacob, and Mill Streets, with part of George Row and the enclosed alleys. Formerly surrounded by the Mill Stream which ran close to St. Saviour's Dock, and the Neckinger, now underground with many laterals, this island was the home of the worst classes and full of tumble-down wooden rookeries. The cholera epidemic finally cleared it in 1850; the houses were pulled down and the ditches filled up. Now, although the neighbourhood is still a very poor one, the houses are large and better than in many neighbouring streets. In Jacob Street there stood till lately an old mansion called the "Bridge House," bearing the date 1700, which was in the period when the island was still built over. Mill Street was originally the way to Rotherhithe before Jamaica Road was cut through, and from it entrances to the island were by means of wooden bridges.

To the south of Hickman's Folly, a dirty, narrow, and poor street, was Bermondsey Folly, and there is a tradition that a public garden existed here. Down through Jacob's Island with its loafers and crowds of women waiting for sack material to be given out by the mill contractors to be worked up at home, George's Row—old Nutkin's corner—leads to Bermondsey Wall. This is a narrow, greasy, and badly-paved thoroughfare that follows the twisting of the river-bank and is lined with grain wharves and warehouses. This and Rotherhithe Wall get their names from being on the river-wall. There seems to be no mention of the original embankment, but in 1230 it is recorded that the lands "behind the beach" at Rederhith were begun to be again closed. In 1298, through neglect, the gaps had grown larger and the marshes in the neighbourhood were "drowned." In 1309 the park and lands of the prior of Bermondsey, which adjoined the very bank of the river, were so badly damaged by inundation that the Convent was exempted from purveying hay and corn. Another flood took place in 1326, but from this time forward the banks were kept up better although the "Breach" is still named in 1376.

From Bermondsey Wall to Jamaica Road run several very straight streets between George's Row and Farncombe Street. These are the sites of old rope walks which have gradually been built upon since the advent of machinery in the business. East of George's Row and south to Abbey Street is also poor. Christ Church, consecrated in 1848, stands at the north-east corner of Abbey Street, and diagonally opposite is the old Neckinger House adjoining the drill hall, from the bow window of which, overlooking the garden, in 1804, Joanna Southcott sometimes addressed her followers. At the river end of Farncombe Street is a small square brick building, dated 1822, with a ventilating shaft, formerly the Duffield Sluice of the Kent and Surrey Sewers, but not used since the main drainage went to Crossness. From here following the river south to Jamaica Road and the limits of the Docks the whole district is a mean and squalid one, in some places full of very poor, dirty, and criminal people, and again in others the people are hard-working, but owing to the

conditions of their birth and surroundings the best are scarcely able to do more than exist. From Farncombe Street to Marychurch Street is a network of small streets and alleys full of miserable houses, many of them old and dilapidated—some dated 1734, as in Gillham's Court—with crowds of loafers and women thronging the side-walks and the gutters and streets full of dirty, neglected children.

Rotherhithe Wall, once a busy street, is now almost deserted by trade, most of the shops being boarded up and used as dwellings. There are two Board and two National Schools and a police station in this locality, and at Cherry Garden Pier a floating Fire Brigade station and large land depot adjoining. This pier, now utilised by steamboats, was formerly a noted landing-place for the Cherry Garden, a place of public resort in the days of the Stuarts. Pepys was here on June 15, 1664, and again coming to visit Jamaica House on April 14, 1667, landed here. The House stood at the foot of Cherry Garden Street and was also called the Cromwell House and was a well-known place of entertainment. Jamaica Road is very busy, and being a main thoroughfare from the Docks is constantly crowded with wagons of every description laden with timber. From Abbey Street the road is closely built up in places with shops, and again with terraces of good houses not yet transformed. Great numbers of eating-houses are in this road, and here the teamsters draw up in long lines along the side of the street, which also carries a line of trams between Tooley Street and Deptford. This road was named in the days of the Commonwealth from the West Indian island, which had just come into English possession, and originally began at the north-west corner of St. James's Road, where it formed a junction with the Spa Road, but at the commencement of this century communication was made with the Dockhead by Parker's Row.

At Spa Road is St. James's Church—consecrated in 1829—standing in a large yard now thrown open to the public as a garden. The parish engine stood in a house in the churchyard, now supplanted by a London County Council fire station, and stretching across the main road at the corner of St. James's Road—formerly Blue Anchor Lane—was the gate known as Denday's Turnpike, abolished in 1826. As late as 1852 all to the south as far as Peckham and Deptford was open fields and market gardens, with Rotherhithe Marsh and Fields to the east of Lower Road, and a few houses, principally at the junctions of the main roads. The site of Southwark Park was Jamaica Level, and the broad Commercial Road, also called Prospect Row, Bermondsey Lower Road, and Paradise Road, contains Jamaica Chapel opposite the Keeton Road on the site of the old Jamaica Barn, built in the Restoration period. It was here that Janeway and Rosewell ministered for so long. The Barn was demolished and the pulpits seized on July 22, 1670, by Christopher Wren, who was then Surveyor-General to Charles II., but the place was at once rebuilt and further attempts made to suppress the meeting were not successful. South of Jamaica Road to Southwark Park Road the streets are of a much more respectable class.

The houses are better and the people superior to those nearer the river. Storks Road and Keeton Road with their cross streets are poor but clean. Drummond Road, a fine wide street, contains the vast biscuit factory of Peek, Frean & Co. which covers many acres at the southern end of the road and runs back to the railway arches. The office buildings with their towers and graceful architecture are a relief to the general monotony of the district. West of the railway the Galleywall is comparatively new and clean, with small houses each with a morsel of garden attached. Beyond New Road all the ground is taken up by the railways. High embankments, broad bridges crossing the road at short intervals, carriage sheds and sidings cover the ground opposite South Bermondsey Station. Easy access to the City at cheap fares has built up this neighbourhood, and the greater proportion of the dwellers in the roads are employed in the City. From here to Southwark Park, with the exception of Raymond Road, which contains a poor class, the streets are good and filled with well-to-do people. New Road running to Deptford Lower Road has on both sides of it a mixed district. Many streets are clean and others are small and poverty-stricken. Corbett's Lane is dirty, full of a poor labouring class and badly kept. Renamed St. Helena Road, from the once famous tea gardens at the eastern end, this was formerly Roger's Lane and ran to the river. These gardens were established in 1770, and after many ups and downs, and much music and dancing, were closed in 1881 and the ground was built over. In the extensive grounds there was a large lake and shady promenades.

Southwark Park, covering an area of 63 acres, was laid out on the old market gardens, and opened in 1869. This very valuable open space stretches north to Union Road, and east between Southwark Park Road—the old Blue Anchor Road—and Deptford Lower Road. There are several entrances, and at that from the Hawkstone Road stands the Lady Gower Mission House (1885). The Park is well laid out, with grounds for recreation, and has also a lake with fowl of all descriptions, aviaries, and a band-stand. It is a blessing to the children of the crowded river-side alleys. On the western side the small streets between the Park and the Park Road stand on the site of the old Mill Pond which emptied into the Thames at the foot of West Lane and which, with its sinuous creeks and laterals, made what was known as the Seven Islands. Some of the older houses are dated 1843, 1851, 1868, but most of the buildings are about fifteen years old. St. Crispin's Church, facing this broad road, was consecrated in 1889, and stands on the site of the old Jamaica House Gardens. The tower of the church is unfinished and is without a spire. East of the Park are the tall buildings of St. Mary's Workhouse and Infirmary, isolated on the pavilion principle, but joined by iron bridges. The original building, an old double house with tiled roofs and approached by a flight of stone steps, faces the Lower Road with a wing on each side added in 1812. One glance from these to the enormous new buildings tells at once of the growth of the Borough since 1800.

The latest returns for the district show that one person in every twenty-two is a pauper! Across the road is the unfinished Town Hall, a beautiful building of red brick with stone dressings, surmounted by a lofty clock tower. The balcony over the entrance is of stone, supported by massive carved figures. Farther south is the Church of All Saints, consecrated in 1840, with a brick spire. The Vicarage adjoins.

PLAN OF SURREY COMMERCIAL DOCKS IN 1865

The churchyard, which is extensive, has very few grave-stones. Adjoining is one of the main gates to the Surrey Commercial Docks, and facing this are the Parish Baths and Wash-houses, erected in 1880, with a station of the Fire Brigade immediately behind.

On account of the docks traffic Lower Road is very busy and is constantly full of timber-laden wagons. At the junction of Union Road there are many small

shops and numerous eating-houses, but lower down houses in terraces with gardens in front line the road, to be again displaced by shops at Deptford Station. Almost opposite the top of Hawkstone Road there formerly stood a suburban place of entertainment known as the China Hall, and it is not unlikely that this was the same place which, in the summer of 1777, was opened as a theatre, but was burnt down the following year. A pathway—or Halfpenny Hatch—led from Blue Anchor Road past this house and across the fields behind the old Greenland Dock to the river at the "Dog and Duck." North of China Hall is an old square house, "Lime Tree Cottage," standing in a large open space by itself, with a notice advertising the ground for sale. On the other side of the road is the Rotherhithe Public Library. Below Deptford Station the roads on the east side are clean, though the people are not well off. Cope Street leads into Baltic Place, once the main road, and on the west side stood the "Seven houses" mentioned in connection with Canute's ditch, which flowed past them. Plough Road, with a few shops at the western end and many of the houses marked 1868, leads past St. Barnabas's Church and the Grammar Schools (1872) over the Plough Bridge of the Grand Surrey Canal and through London Street to the river at St. George's Stairs and Deptford.

From the Plough Bridge can be seen the great works in progress for joining some of the basins of the Surrey Commercial Docks. These docks are the union of the Commercial Docks and Timber Ponds, the East Country Dock, and the Grand Surrey Canal Dock, an improvement carried out in 1865, so that the basins now cover practically the whole point of land from Lower Road to the river. The water area is at present 189 acres, and the land and wharfage area about 260 acres, making in all about 450 acres in this property. There are six miles of quayage in these docks, and they have four entrances from the river at different points extending over a length of nearly two miles. The present improvements (1897) consist of the excavation of a great new basin on the site of the Commercial basin to form a future junction between the Greenland and Canada Docks, forming a grand dock of 2350 feet in length and having an area of 21 acres. The chief trade of these docks is in timber, corn, hemp, flax and tallow, and they include immense timber-yards, huge granaries, and spacious warehouses. Originally the timber coming here was in sailing ships, but now the bulk of it arrives in steamers, which are yearly increasing in size, and to meet which the docks at the south-west corner of the property are being remodelled.

At the "Plough" corner a new main road is being built to the south of the present Plough Road on an easy gradient over the Canal, necessitated by the change in the Canal locks and docks. Towards the river-side London Road winds past huge granaries on the north side, alive with great flights of sparrows flying in and out of the open sides, with the railway yards opposite. This muddy, sloping roadway leads

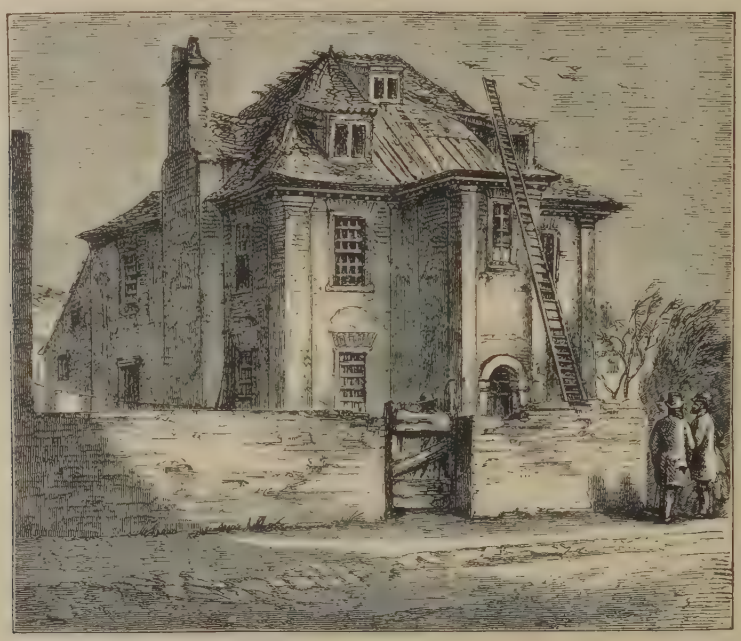
to the river at St. George's Stairs. The Earl's Sluice, the great sewer which drained the adjoining land, was formerly here.

A narrow passage leads across the mouth of the South Dock past the Dog and Duck Inn and Stairs, and large builders' and shipwrights' yards, to Greenland Dock. This was the original "Wet Dock," first called Howland Dock, and was the first excavated in England. Commenced in 1696, it was finished in 1700. In 1725 the South Sea Company leased it and undertook to revive the Greenland whale fishery, and the dock from this was called the Greenland Dock, but the undertaking failed. The outlet of Canute's Trench may have been here, and the dock probably indicates the course of the channel through which the Thames was diverted at the building of London Bridge in 1173, the trench beginning "about Radrife and running west to Battersey." Canute's Trench is supposed to have followed the same line, and in digging this Greenland Dock piles and trundles of willows were unearthed which were said to have been used to retain the wall of the Canal. There is said to have been a ford across the Thames at this point, and that the Roman causeway discovered when digging the Canal across the marshes led directly from Camberwell to it.

Farther on along the river-front past great warehouses the way leads into Derrick Street — formerly Russell Street — a busy little thoroughfare of old-fashioned houses. Most of the people here are poor, and obtain a precarious livelihood by working at the docks and wharves. At the corner of Swing Bridge Road — Rogues' Lane — which runs between high, tarred, open fences to the "Plough," stands a trim little Scandinavian church, and to the east down a long lane past timber-yards and vacant plots is the Commercial Dock Pier—the old Greenland Stairs. Up the river is seen the landing-place and long covered way from the shore of the Metropolitan Asylums Board at South Wharf, and the steamers lying alongside are used to convey smallpox patients to the Hospital at Erith. Adjoining Greenland Stairs was the Condemned Hole, where ships were formerly broken up. Rotherhithe Street commences here and runs all around the point as far as Bermondsey Wall. This was formerly Trinity Street to Cow Lane, Queen Street and Lavender Street past Cuckold's Point, then Jamaica Street, and from "The King and Queen" to the Globe Stairs it was Wright Street. Now it is one long street of one name. At the bend in the road is Trinity Church (1838), with a churchyard of three-quarters of an acre open for recreation purposes, with a National School adjoining. Now the way lies past wharves of all descriptions, some new and large, with others old and in bad repair, and facing these is a long line of small houses which back on to the dockyard. These contain poor people, and though some seem very clean the majority are not.

An alley on the river-side leads to Cuckold's Point and Stairs, or Horn Stairs, which are directly opposite the Limehouse entrance to West India Docks. This

Point is associated with the story of Horn Fair at Charlton, and in former times as a reminder of the fact a pair of horns was attached to a tall post on the river-bank here. They could be plainly seen from the stream, and were still there in 1840, but had disappeared before the advent of the wharves. Horwood's Map (1799) shows very few buildings on the river-side—wharves were frequent, but were merely landing-places, leaving the river-bank open. Here and there through the houses are glimpses of the docks with ships, stacks of timber, and loaded waggons, and a sight is obtained of an immense unoccupied piece of land, the actual river-wall, a vast bank of solid earth high above the street level. Past the Pageant Stairs over



CZAR PETER'S HOUSE, HUGHES' FIELDS, ROTHERHITHE, PULLED DOWN IN JULY 1858

the Lavender Lock of the docks many public rights-of-way, carefully guarded now and legibly marked, are noticed. Thanks to this care of the river rights, no more of the old landing-places can be closed as encroaching builders had previously done. Horseferry Stairs—the old Shepherd and Dog Stairs—are busy, and the road gradually bends to the west past the Globe and King and Queen Stairs and past the mouths of dirty alleys alive with children and women, then rounding another sharp curve in the road the bridge over the lower entrance to the docks is crossed. Before the Surrey Lock of the docks was built, Russell's Mill stood near this spot, past which a large stream, drained from the present site of the docks, found its way into the Thames. The King's Mill also stood close by.

Hanover Street, formerly Wintershall Street and now known as Nestor Street, was long claimed as the birthplace of Admiral Benbow, but he was really a native

of Shrewsbury. Behind are works and gasometers of the South Metropolitan Gas Company, with overhead railway bridge for conveying coals from the ships at their wharf. The houses are poor and badly kept, and the numerous alleys from the main road are below the street level and full of wretched houses. After passing the docks and the busy wharves it seems hardly possible that a century ago this place was famous as the possessor of one dock, three small docks for shipbuilding, a corn-mill worked by the Thames, a copperas works, and eleven stairs to the river. Of the eleven stairs those at West Lane and Russell's Mill are no more.

At Swan Lane, which is narrow and dirty, the old Rotherhithe shaft of the Thames Tunnel is seen, dirty and neglected, with railway bills on the main doors.

ST. MARY'S CHURCH, ROTHERHITHE

Built about 1715, and a conspicuous landmark on the Thames.

This tunnel, built by Brunel, which reaches the Middlesex shore at Wapping, was commenced in 1824, and after many mishaps and standing idle for some years was completed in 1841, and opened for foot-passengers on March 25, 1843. It cost about £454,000 and consists of a brick arched double roadway, and is 35 feet wide by 20 feet in height. Each archway and footpath has a clear width of about 14 feet. It was not adapted for vehicles, and finally was purchased by the East London Railway Company, who made the required improvements and formed a railway junction between the north and south sides of the river. The shaft is 63 feet deep, and Rotherhithe Station adjoins the mouth of the Tunnel.

From the Tunnel a sharp bend in the road leads into the narrow Marychurch Street. St. Mary's, Rotherhithe, was built in 1714-1715 and stands in a large

monument-crowded churchyard, formerly open to the river-bank, but built in. The first church is said to have been built some 400 years before, and it appears that in the beginning of the seventeenth century the main fabric of the church was supported by chalk pillars of very large proportions, which, being much decayed, were replaced with timber columns. Gradually becoming ruinous, it was pulled down. In the vestry there was a portrait of Charles I. in royal robes, kneeling at a table and holding a crown of thorns. The spire of this church is a well-known landmark for navigators on the river. Among the monuments is one to Prince Lee Bo, a son of the chief of the Pelew Islands, who died here of smallpox in 1784. Across the road stands the Rectory House, and by it is the Free School, founded in 1613, used as a charity school till 1742 and removed here in 1797. Over the door are two figures, a girl and a boy, dressed in the old costume of the institution. Next to this house is an additional churchyard purchased and laid out in 1820-1821. On the left of the gate is the old watch-house, with windows heavily barred, in size about 12 feet deep, and to the right is the parish fire-engine house, almost 12 feet square and low in the roof, both of which were built in 1821. Behind the churchyard, which is laid out as a garden, is a new parish mortuary. In 1705 the tide came in and overflowed Rotherhithe, and flooding the church, lowered the floor and settled the pews. The parish was badly damaged by fire on the 1st of June 1765, when a conflagration, which started near the church, burnt 206 houses and did damage to the amount of £100,000.

Following the curving street from the church the houses are old and well built and show signs of better days, but now this region is poor, and off the main street the alleys are squalid and dirty. A great deal of wood has been used in building and the streets are generally narrow. To the south is also poor with a big chemical factory at the dock limits. Princes Street, bearing a tablet stating that it was erected between 1721 and 1726, is a street of excellent houses, but like the others has fallen on evil days, though a portion still contains fairly well-to-do people. Union Road, once Paradise Row, meets Lower Road here at a right angle, and both are lined with prosperous small shops. Here again at the street corners are groups of hungry men who stand in knots discussing the prospects of employment and the hardship of their lot. The numerous beer-shops in these poor streets are all doing well, while the women and children are ragged, dirty, and often half-starved.

In Union Road, opposite a gate to the Park, is Christchurch, consecrated in 1839. One of the most distinguished of our veteran generals was buried in the church in 1875—Field-Marshal Sir William Gomm, Constable of the Tower. From the church to West Lane was Mill-pond Row, and at the junction of Mill Lane and Paradise Street was the Mill-pond bridge over the stream, and a turnpike gate; for this was the main road until the beginning of the nineteenth century.

The neighbourhood of Christchurch is the most crowded portion of Rotherhithe.

In 1801 the parish contained 17,169 persons, or with Bermondsey a total of 27,465. In 1891 the census of the parish, with an area of 754 acres, was 39,255, or including the parliamentary borough, 73,915. It is still growing, as larger houses supplant the present tenements.

Passing west to Dockhead, where the old houses are being demolished, Fair Street or Charles Street leads under the arches of the railway into St. Thomas's Street. Here leather and hops are the staple trades, and great warehouses line the

GUY'S HOSPITAL

south side. Behind them are many small streets and yards full of poor people, and everywhere tall warehouses darken the narrow ways. At the eastern end of Maze Pond is St. Olave's Girls' School with a life-sized figure of a scholar in her regulation dress. Maze Pond Terrace with its queer little apartment houses and Ship and Shovel Inn, like some of the adjoining streets, is full of medical students.

Facing on St. Thomas's Street, and with the new additions running down Great Maze Pond to Newcomen Street, is Guy's Hospital. This great institution was founded by Thomas Guy, whose statue stands in the forecourt, a bookseller of London, born at Horsleydown in 1645. The present buildings were ready for use in 1725 and the founder lived to see them almost completed. Constant additions

have been made to the accommodation of the hospital, and even now further building is in progress. Almost opposite, but removed from the station approaches, stood St. Thomas's Hospital. This Hospital was founded by Peter de Rupibus in 1213 by joining the "Almery" of the Prior of Bermondsey with that of St. Mary Overies, on the land belonging to Amicius the *custos* of the latter. It was dedicated to St. Thomas the Martyr and was the parent of the present St. Thomas's Hospital, which was removed to its present site at Lambeth about 1865. This was also a sanctuary, and within its walls James Nicolson in 1539 produced a second edition of Miles Coverdale's first edition of the Bible printed in English. It was in folio and "newly oversene and corrected." A row of good houses, used as offices, part of the old foundation, still stand, and at the west end is the old entrance to the Hospital, with double iron gates. Adjoining is St. Thomas's Church—originally part of the Hospital, erected in 1702, like the present St. Paul's Cathedral, mainly by a duty on coals. Plainly built of brick with a square tower, it is also devoid of ornament within.

CHAPTER X

BATTERSEA (EASTERN) AND NINE ELMS

NORTH . . .	The Thames.
SOUTH . . .	Battersea Park Road. Nine Elms Lane.
EAST	Nine Elms Pier (Borough Boundary).
WEST	Battersea Bridge Road.

BETWEEN the Bridge Road and the Albert Road, near the river, the neighbourhood is made up of small streets with the style and size of both residences and roads improving as the Park is neared, and to the southward, on the river-bank, are located the large cab barns of the Shrewsbury and Talbot Company, a Salvation Army Salvage Wharf, the Imperial Oil Company's Stores and Wellington's Refinery, Ransome's Dock, the Battersea Brass Foundry, with vacant spaces at the Albert Bridge and the great brick flour-mills overlooking all. In the Park Road the houses begin to change, and there have lately sprung up several growing industrial concerns including bakeries and refreshment contractors. On the south side of the road is a little open ground, but building is rapidly going on all round.

Opposite Anhalt Road is the hall of the Church of St. Mary-le-Park, a chapel-of-ease to the parish church, of which only a small portion has been erected, with a wooden belfry outside. Here, facing the west side of the Park, are rows of good houses and long terraces of modern flats overlooking the Park. Of these the Albany Mansions, now building, are substantial red-brick structures of recent design.

Battersea Park itself is one of the best of the London open spaces, covering 250 acres of ground, and is laid out as a popular recreation ground. Broad roads beautifully kept and very level encircle the Park, and bicyclists swarm here in the afternoons. There are also bridle paths reserved for equestrians, while a great proportion of the grass land is given over to games. A large lake is supplied by pumping, and near this are the noted semi-tropical gardens where palms and other sub-tropical plants flourish out of doors all the year round. In the summer concerts are given regularly to immense audiences, which mainly come from the crowded neighbourhood to the south of the Park. There are four principal entrances with a well-built lodge at each, and a steam-boat pier within the grounds.

The Park was made on the site of the notorious Battersea Fields, where, up to the time the Board of Works bought the site, a fair of the worst description was held every Sunday. These lands, originally flooded by the Thames, were reclaimed some three hundred years ago and went to the Lord of the Manor, from whose descendants they were purchased for some £250,000 and laid out between 1852 and 1858 at a cost of £66,373. To raise the surface, over a million cubic yards of earth were shot here, a great deal of which came from the Victoria Docks extension. A famous resort on this tract was the "Red House," noted for aquatic sports and shooting matches, which stood a little to the west of the south end of the present Victoria Bridge. This was the "Hurlingham" of the day and also the winning-post for many Thames rowing races. A ferry from here ran to the White House, another famous house, on the opposite bank. It was in these fields that a noted affair of honour took place in 1829 between the Duke of Wellington and the young Earl of Winchelsea, happily bloodless, but the memory of which was perpetuated in Wellington Road near the Albert Bridge. Fifty yards to the west of the site of the Red House is the site of a ford across the river by which Cæsar may have crossed the Thames.

At the south-west corners of the Park there is still some open ground to the Battersea Bridge Road, but this is quickly disappearing. On the southern side the Prince of Wales Road is closely built up as far east as the Macduff Road with four- and five-story red-brick residences and flats of the most modern style commanding a fine view toward the river. Behind this, Kersley Street, the Brynmaers Road, and the numerous short cross streets intersecting the latter are all new. Most of the houses are small in size, divided into an upper and lower residence. They are well built and do not lack tenants like their larger neighbours.

From Albert Road to Queen's Road the Battersea Park Road is made up almost equally of houses and shops of all descriptions mixed indiscriminately. Near the Albert Road, on the north side, is a row of twelve small almshouses, named Dovedale Place, with a small garden attached, while to the eastward are a couple of enormous steam laundries separated by a blacking factory, and at the Forfar Road stands a large Board School, recently enlarged. Here, stretching to the Macduff Road, stand the buildings of the Battersea Polytechnic Institute, consisting of the Institute, a technical continuation school for boys, a school of domestic economy for girls, and a teachers' training school. At the Park end of the Macduff Road building is being pushed vigorously on the west, but the eastern end of the Prince of Wales Road is still vacant almost to the Victoria Road; and in this vacant lot is to be seen the remains of the Royal Albert Palace, opened in June 1885 and closed in 1888. It was intended as a popular resort for the people, but was not sufficiently patronised to be a lasting success. The grounds extended to the Forfar Road and were tastefully laid out, but nothing now remains of the buildings except part of the southern wall.

All Saints, Battersea Park, a modern red-brick church with a square tower, faces the south-eastern entrance to the Park, and adjoining, at the corner of Lurline Gardens, is the church house, with a branch of the public library and a reading-room in a small low brick building immediately to the westward. At the corner of the main road and Meath Street is the Battersea Tabernacle, and adjacent the Victoria

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RANDALL'S MILL, NINE ELMS

Industrial Dwellings. The Victoria Road, skirting the Park on the east, is a broad thoroughfare leading to the Victoria Bridge, which was opened the same day as the Park. The land on the east side of this road is almost entirely given over to the railway yards, round houses, and viaducts of the London, Chatham and Dover, and London, Brighton and South Coast Railways, whose lines cross the Thames to Victoria Station on what is claimed to be the widest bridge in the world.

At the entrance to the Park Victoria Circus is a very fine open space, and the vicinity has lately been built up, but the eastern corner is still vacant, with gipsy caravans snugly lined up behind the high hoardings. Beyond the arch of the railroad, in an angle completely hemmed in by viaducts, is a large plant of the London Gaslight Company with enormous receivers towering high above the lines. York Road and Battersea Park Stations, both close to one another, offer every facility for getting to and from the Park, while the angle between them is taken up by the Convent of Notre-Dame, the Church, and Roman Catholic Boys' School of St. Joseph. Adjoining York Road Station in the east is the Temporary Home for Lost Dogs,

BATTERSEA AS IT APPEARED IN 1805

and also a boarding-place for cats. The air resounds with the voices of dogs, which are mostly sent here by the police, kept a few days, and if worthless destroyed. The road rises over the railroad lines, and to the north, across the vast filtering beds of the Southwark and Vauxhall Waterworks Company, a panorama of the Thames is seen with the Victoria Tower of the Houses of Parliament beyond. The grounds of the Company, with their great reservoirs high above the surface, follow the road as far east as Kirtling Street, but were formerly more extensive, the eastern end at the water-side now being covered with manufactories and wharves for brick, tiles, lead, glass, and steel and iron. A large angle of land on the main road at the corner is vacant and for sale.

Passing under a private bridge used for conveying coal from the water-side to

THE LAKE IN BATTERSEA PARK

the gas-works south of the road the busy Nine Elms Lane is entered, and a Wesleyan Mission institute is noticed at the Mill Pond Bridge, so called from a flour-mill which formerly stood here. Between here and the Manor House Wharf is an old landing-place or stairs, locally said to have been in the grounds of the manor-house. The London County Council owns the next wharf and are busily working on a pumping station in connection with the low-level sewers which tap the south-western district. Extensive works are in progress and the excavations are very large and deep. The tall drying-sheds of a whiting manufactory, stacked full of the finished article, are seen next, and then come the great hay wharves of Allnutt and Underwood, and the Newcastle Wharf piled high with bales that are unloaded continuously from barges alongside. A change from this is the large stone-yards of Holland and Hannen, where busy saws are at work on huge blocks. The Seaham Wharf of the Marquis of Londonderry with its huge piles of coal towers high up to the eastward, and here busy engines and crowds of coal-heavers are rapidly emptying one of the Company's large sea-going steamers that now convey the coals direct to this wharf without transhipment into barges as formerly. From the Nine Elms pier of the London Steamboat Company the scene along the water-front is changing continually as fresh barges and lighters are warped into the wharves and the smaller craft and steamboats pass up and down.

CHAPTER XI

THE EASTERN PORTION OF PUTNEY, PART OF WANDSWORTH, AND THE LOW-LYING PARTS OF BATTERSEA

North . . .	The Thames.
South . . .	Upper Richmond Road, to St. John's Hill.
West	High Street, Putney.
East	Battersea Park Road and Latchmere Road.

From Deodar Road eastwards to Northfield and as far as the river-bank, the ground is open and cut up into allotments. This land is to let for building, and its crazy patchwork of hedge and fence will probably soon disappear. The view from the road across the river to Hurlingham House with its stately elms is very attractive, and down stream also there is an interesting view of the Fulham meadows and Wandsworth Bridge. On the south side from Herbert Road eastwards to the railway arch there are open fields, but the houses are rapidly creeping up from Disraeli Road. Northfield leads down to large coal wharves at the river-side, and passing under the South-Western Railway, Point Pleasant is opposite. This name at one time probably described this place, but now it is a mean street leading to the water's edge full of small squalid houses and the cheapest lodgings, with insignificant shops and beer-houses between. At the river end is an old landing-place with a building material yard and the Union Brewery on the opposite side. It was from here that Thomas Cromwell married Elizabeth Wykes, daughter of Henry Wykes "of Point Pleasant." Cromwell, who was born in the adjacent village of Putney about 1490, was the son of a blacksmith who also owned a brewhouse and hostelry, and was created Earl of Essex by Henry VIII., but was arrested for treason and beheaded on Tower Hill on July 28, 1540. He occupies a prominent place in English history as one of the principal agents in effecting the overthrow of Papal authority. Behind this street eastwards as far as the Wandle are many acres given over to small stables, pigsties, and workshops. On the river-bank lighters are busy unloading debris and refuse of every description by cranes into small trucks, which are wheeled away and emptied where the ground needs filling up. In this way the greater part of the neighbourhood has been raised some twenty feet above the river-level and has become

valuable ground. Elsewhere the surface is being raised by cartloads of rubbish from excavations. An old stream bed is being filled in, and the South-Western Railway Company are also making extensive deposits adjoining their embankment.

Along roads ankle-deep in mud into the main road again past North Place with its loafers of all ages, the road makes a sharp turn southwards, and on the west side is Oak Hill Road with the wall of St. Joseph's Convent bounding it. The building of this road and those running from it to Richmond Road blotted out the old

WANDSWORTH AT THE END OF THE EIGHTEENTH CENTURY

The print is described as "from Mr. Vanneck's."

Northfield, for long a playground for this district, but the streets that have covered it are of a good class with broad roads, although the buildings are of the same style and the roads almost alike. Opposite the entrance to this road is "Frogmore," a small street running round to the Wandsworth Plain, lined with small houses and a few wharves on the north side, whilst the south side boasts of some very small dwellings in Ashtree Grove and Turpin's Cottages, and Cumber's Yard is badly overcrowded. A temporary Board School has been erected here. Sudlow Road, leading north, is composed of small houses, and like the rest of the neighbourhood includes clean and dirty together. Frogmore Wharf for lime and cement and the Wandle

Wharf show the river Wandle is near. Frogmore narrows as it bends to the south and suddenly opens into the Plain. This turning bears every evidence of being the original road towards Putney before the Bridge Road was opened up, and retains many old cottages, but is now a poor neighbourhood of dull little houses, small shops, and beer-houses. The Plain is a spacious open triangle, where there are some good houses, now fallen into bad repair; and at the corner of Hill's Yard a quaint little wooden house with steep pitched roof and tiny windows is also in a decayed state.

Bell Lane leads to the water-side past the flour-mill, and farther on the Causeway, with its row of whitewashed posts and old disused bars, follows the bank of the Wandle under the willows and old elms towards the Thames, but just at the arch of the railway the stream is diverted and in the old bed masons and labourers are lining the channel with concrete. Across this channel carpenters are busy on numerous houseboats that are being hurried forward for the summer, and on the Canal barges loaded with hay and timber are being unloaded. Towering over all is the immense new shaft of the Wandsworth and District Electric Lighting Company, which is at the north side of what will be an enormous building, to be used as a generating station for this district. In the river-bed workmen are deepening and widening the mouth of the stream where it passes the pumping station of the Southwark and Vauxhall Water Company, and for this purpose have built enormous dams across the river-bed. Following the Causeway the Canal is crossed by a low swing-bridge, and the busy yards behind North Street are reached with coal and wood wharves and many others, alive with workers. Towards the Thames are the wharves of the Gas Company, under the shadow of whose receivers the neighbourhood breathes the unpleasant odours of coal products. North Street passes through a poor neighbourhood which from the style of the houses has evidently seen better days. The Salvation Army has barracks close to the railway arch. The crowded Worple Way leads down past a vast Board School, which seems none too large for this prolific neighbourhood, to the York Road. Passing the western end of York Road with its old chained-up parish pump, and turning into Red Lion Street, another small collection of small mean streets little better than its neighbours is seen. On the west side of this street at the river bend is a branch of McMurray's paper-mills, several small yards and wharves, and at the High Street end a large flour-mill and brewery. The East Hill end of North Street is the terminus of the tramway running to Westminster and the Borough by way of York Road. Returning to the North Street Gas-works, a small passage between the buildings, called Friends' Place, falls into Worple Road, and here towards the river stands a line of old-fashioned, large, semi-detached houses, whitewashed, with dustbins and water-cisterns side by side in the front yards—a relic of insanitary days.

The water-side has a wide view up and down the river from the terrace, which is

interesting in its association with Charles Dibdin, who lived close by and wrote his play of the "Waterman" at the Waterman's Arms near the corner of Jew's Row, opposite the steamboat pier. At the west end of the water-side is a boat-builder's yard and slip, and facing this is one of the last of the old-time water-side inns near London, The White Horse. It has a wainscoted bar with small compartments, and the walls covered with pictures of prize-fighters and racehorses, and the old house, whose upper stories extend over the pavement on a series of posts, seems ready to give up the struggle for existence since its supporting neighbours to the east were pulled down. On the foreshore lie dozens of condemned barges waiting to be broken up, and on the green in front of the "Ship" the game of quoits is played. All the water-frontage and as far as the Worple Way is vacant and to let. A tar-paving contractor has the land at present and stores material thereon. Across the river the Fulham Market Gardens are seen extending to the factories near the bridge. Turning into Jew's Row, the presence of the South London Tramways Company is noticed, for they have secured nearly all the vacant land behind the houses for their depots. On the east side at the entrance to the tram-yard stands a small two-story plastered house placed endwise to the street with small outbuildings adjoining; this is Cedar Cottage where Dibdin lived when he sojourned here. The cottage originally stood in the open by itself, but it has now been surrounded by new terraces. Opposite stand some houses, now occupied by the poorest classes. The best of these with its old doorway, leaded windows, and dormered roof, stands in the tramway yard on the west side.

York Road contains the Wandsworth Station of the London and South-Western Railway, erected in 1886. York Road is made up of small shops backed by badly-kept streets; but across the road where the ground rises towards East Hill the neighbourhood improves. The houses though small are neatly kept, but increase in size as the hill is climbed. In Fullerton Road is the large Church of St. Faith, erected in 1884, and farther on Jonsley Hill leads to East Hill through good houses. At the corner of Elmsleigh Road is a Unitarian church, built in 1885. Huntsmoor Road adjoins many new roads recently made on the slope down to the railway. Even now the road ends are unfinished and building is going on in full swing. These roads are fairly wide and lined with the usual style of two-story terraces with many signs announcing rooms to let. In Eltringham Road is a large Board School, and then Brigend Road leads steeply up to Wandsworth Bridge, whose northern end joins King's Road, Fulham. The bridge is composed of five spans of lattice girders on wrought-iron cylinders. It was built in 1873 and has very little traffic. East of the bridge, enclosed by a high brick wall, is the enormous Watney Distillery covering many acres. From here on to Lombard Road the north side of the road is almost entirely taken up by the great starch-works of Orlando Jones and Co. and the enormous candle factory of Price and Co.,

whose premises run from York Place to Lombard Road with a branch in Sewell Road. These three firms employ an army of workers, and their presence has encouraged the building of artisans' dwellings in the vicinity.

Battersea Creek, in addition to the river-frontage, gives the Belmont works splendid loading facilities for barges. At the corner of Lombard Road is the institute connected with the works. York House, which stood near the water-side on the ground now occupied by this factory, and which is kept in remembrance by York Road, is supposed to have been built about the year 1475 by Lawrence Booth, Bishop of Durham, and by the King's licence enclosed with walls and towers, and the land imparked was annexed to the see of York, of which he was afterwards Archbishop, as a residence for himself and his successors when they had occasion to be near the Court. On this ground stood also Tudor Lodge and Sherwood House with their large gardens running to the river-bank, and it was at York House that the famous but short-lived Battersea enamel works were started, where Ravenet and other artists engraved plates of which impressions were taken on enamel plaques for snuff-boxes and other articles. After a brief business the works failed, and were sold in 1756. The South Kensington Museum has several specimens of the work turned out by these artists. From the corner of Plough Road to Usk Road on the south side is a region of small streets, badly kept, with poor shops and a poor class of people. In Usk Road on the east side is St. John's Church, of red brick, built in 1862, with schools added in 1866 adjoining. Near the railway are several large factories and builders' yards. On the hill above is seen the back of the Fishmongers' Almshouses and the enormous buildings of the Wandsworth and Clapham Union. The houses are still small, but very well kept compared with those on the lower ground by the river, improving as they approach the main road. St. Paul's Chapel-of-Ease at the corner of the Brussels Road stands opposite the old-fashioned Harvard House. The garden with its chestnuts has been spared, almost the last one near here, and with its quaint bay windows and tiled roof standing well back from the road, the building is very attractive. On the angle at the corner of Plough Lane stands the Battersea Grammar School in the old St. John's Lodge, to which other buildings have been added. Founded by Sir W. St. John in 1700, it bears the motto of the family over the portico—"Rather deathe than false of faithe"—and has a large number of scholars attending. On the west side going downhill stands one of the largest of the Board Schools in this district, a beautiful building on a splendid site with ample playgrounds. The side roads here are clean and Plough Road itself is well taken care of, with a fringe of small shops along it. Beyond the railway, Harbut and Maysoule Roads are new and well built, with the main road very busy along its whole length. To the east all the roads are lined with a commonplace type of terrace houses, never rising above three stories, and the roads and footways are crowded with playing children. At the western end of Newcomen Road is the fine Church of St. Peter, with square brick

tower and clock, the vicarage, recreation club, and schools all being together, clustered in the angle round the church. From York Road to Lavender Road the houses are mainly small and packed closely with a dense population dependent on the work in the neighbourhood. A great many find employment on the railways which interlace all Battersea, and others work at the great factories along the river-side. Falcon Road is a main artery and is almost lined with shops except near the station, where a few houses are still unaltered, and again beyond the railway arch are some half-dozen more cottages. On the east side the roads are better than on the west, of which Este, Afghan, and Kerrison Roads are fair samples, clean and regularly built.

Clapham Junction—in Battersea, not Clapham parish—is here with its wonderful record of over 1100 trains a day. Probably the busiest station in the world, it was built in 1860, but not opened until March 1, 1863, and is owned by the London and South-Western and London, Brighton and South Coast Railways, but the London and North-Western, London, Chatham and Dover Railways, and the trains of other companies use it. There are nine platforms and immense sidings and sheds covering acres of ground with approaches from all parts, those on the Falcon Road side being the worst, consisting merely of narrow passages along the foot of the embankment. A very busy part of Battersea is round the "Falcon" at the foot of Lavender Hill, and here are the best shops, with trams and omnibuses constantly passing. Up Lavender Hill to Latchmere Road are mainly large shops with a few private houses still remaining opposite the public library. On the west side of Latchmere Road is the Lavender Hill Board School, another massive pile standing high over the neighbourhood, which is composed of good houses and wide roads. Downhill and passing under the railway at the foot, the new public baths are on the east side, and facing them is the Wandsworth and Clapham relief station, with the plain red-brick Church of St. Stephen farther on at the far corner of Battersea Park Road. From Latchmere Road to Falcon Road any ground free from railway uses is plentifully covered with rows of drab little houses, generally more or less sublet to lodgers. At the angle formed by the junction of the Battersea Park and Sheepcote Roads stands Christ Church with tower and spire built of Kentish ragg and Bath stone at a cost of £5600. The vicarage adjoins, and the gardens of the church are open to the public as a recreation ground. A station of the Fire Brigade is opposite at the busy corner of Simpson Street. The angle formed by the York, Lombard, and Gwynne Roads is very populous and of a very mixed class. In York Road among busy shops is a large music hall, and behind it a winter encampment of gipsies with their caravans closely placed together in a large yard, all living in their vans as though they were on the road. Here the acute bend in the road and the single line of tramway necessitates a signalman for the regulation of the cars; in fact this line of tramway is hampered by narrow streets and heavy traffic all the way to

Vauxhall. The old Grove National School at the corner of Verona Street is now given over to the Board of Health as a vaccination station. Turning down Lombard Road the change in cleanliness is at once apparent, and the many small roads falling into this one are kept in good order. Here are barge-builders, a vestry-yard, fire-brick, iron, and timber yards, contractors, manufacturing chemists, and colour and varnish yards and wharves. From the Falcon Wharf a good view is obtained of the busy river and the Fulham meadows. There are still a few of the old houses in this road, erected when it was a pleasant residential spot, and among them are Lombard Lodge, Grove and Battersea Houses. Under the railway arch past a few small cottages and the old White Hart Inn the road curves quickly towards the river, and at this bend on the south side are the spacious buildings and grounds of the St. John's Training College for preparing young men as schoolmasters. A new wall has just been erected round the property, which has also been recently renovated. On the water-side the parish has laid out a strip of garden on what was formerly the foreshore, and are now surrounding it with a railing and planting it. In Vicarage Road Caius House and Devonshire House stand facing the river, both dignified old houses, the latter with a very fine iron gateway. The road opens at the junction with the High Street into Battersea Square, which is lined with shops, and turning abruptly to the north emerges from a narrow street into Church Road with the parish Church of St. Mary opposite. Facing the churchyard gates is an old landing-place and the "Swan," a water-side tavern once well known. It was mentioned by Dibdin in his ballad opera of the "Waterman," Scene 3 of which represents a room at this house with a large open window overlooking the Thames. In Scene 1 reference is made to the "Raven" at the corner of King Street, an inn said to have been a Royal posting-house in the old times. This was also a sort of half-way house for Eton and Westminster scholars between Lambeth and Putney when training for their great rowing match.

St. Mary's Church dates from 1777, but churches have stood on the site for centuries, although little is known of them. The tower, surmounted by a low and heavy octagonal spire, contains a clock and eight bells. At the east end of the church is a recess for the communion table, above which is a central window in three divisions containing portraits in painted glass, replaced from the old church, of Henry VII., his grandmother Margaret Beauchamp, and Queen Elizabeth, with coats of arms and other ornament. Inside the door at the west end is a list of the vicars painted on the wall, beginning with John de Sunbury in 1301 when the living belonged to the Abbot and Convent of Westminster. The church registers date from 1559. A curious bay window between the western doors affords a good view up the river, the waters of which lap the wall of the churchyard on the north and west sides. The village Stocks were outside the churchyard by the water-side, and the Pound near the Princes Head Tavern. The origin of the name of this parish is the subject of

much conjecture, but the original signification of the Saxon Patricesy is Peter's water or river, and the same record which calls it Patricesy says the living was given to St. Peter (Westminster). In connection with this the name Patricesy may have applied to the Battersea creek which is now within the grounds of Messrs. Price's factory, and which at one time extended much farther inland and received a small stream that rose in Tooting, and skirting Wandsworth Common joined the Thames where Creek Street in York Road now stands. This stream ran through the fields within the last forty years, but finally becoming a nuisance was filled up. This place was at one time noted for its market gardens, of which many hundred acres were under cultivation and became very celebrated for its choice asparagus.

Henry St. John, Viscount Bolingbroke and Lord St. John of Battersea, who lived here, died in 1751, and was buried in St. Mary's among his ancestors, where a monument by Roubiliac extols his worth. The family seat of the St. Johns stood near the church. It was an enormous house containing forty rooms on a floor, but it was almost all pulled down in 1778, and on the site was erected a horizontal air-mill, some 140 feet high, a notable landmark in the parish and a subject of much ridicule. This mill ground malt for a distillery, and adjacent were stabling for 650 bullocks, which were fed with the grain from the distillery. The upper portion of the mill was taken down some years since and the lower portion merged into the mill buildings now on this site.

Church Road winds considerably, and from a private residential street becomes one of busy trade. Opposite the landing-place is Althorpe House, one of the old houses still well kept, but farther east the houses on the south side are all small with large works facing them. The enormous plant of the Morgan Crucible Company backs on to the river and is flanked as far as Bridge Road with engineers' yards, manufacturing chemists, the Condy's Fluid manufactory, lesser crucible works, maltsters and millers. Battersea Bridge, built in 1890 at a cost of £143,000, crosses the river to Beaufort Street and King's Road, Chelsea, and from here a good view is obtained of Cheyne Walk and old Chelsea Church, said to be a twin-sister to old Battersea Church. This bridge replaced an old wooden one, which in turn superseded a ferry, and though close to the Albert Bridge has a heavy traffic. A floating fire-engine on the west side is connected with the land service by telegraph, and is always ready with steam up. West of the bridge is a large yard belonging to the parish with a fine embanked frontage, stored with material for vestry repairs. Behind this is a very poor neighbourhood, dirty and with poor houses, known as Europa Street and Folly Lane, and here it was that years ago Brunel, the engineer of the Thames Tunnel, had his works, where he brought out his inventions, sawed veneers, and made contract boots for the army. Bridge Road is lined for a short distance with shops, and then residences to Park Road. Bridge Road West, with a respectable

class of house, cuts through a poor neighbourhood of little streets, in one of which, Bolingbroke Road, stands a Board School.

One old feature remains to an inn here, quaintly named the "Prodigal's Return,"—a large bowling-green, still in use,—and overlooking this a few doors west stands a large Wesleyan Chapel. Turning into Hyde Lane a wonderful change is seen; a crooked narrow way, it still holds some old houses, the most noticeable of which is Hyde House with high garden walls, big iron gates, and a projecting doorway. This and the clergy house of St. Mary's next door have retained their large gardens, which run through to Surrey Road, veritable oases in the wilderness of houses. Through Surrey Lane are scattered several old houses and many small shops with the coroner's offices in Althorpe Grove, and here was formerly the "Cage" for the parish wrong-doers, handy to the stocks at the church. An old refronted inn, the Raven, stands at the western end looking up the High Street, which is here well kept. On the south side is an old embattled building named The Priory, with an antique cottage at the gates, which local tradition says had a monastic origin, but of which there seems no authentic history. Beyond is another school founded by Sir Walter St. John in 1700 with the familiar motto and arms displayed, and in Trott Street across the way is a large newly-built Roman Catholic church of red brick with a spire. Green Lane running from the water-side to the High Street and its continuation Castle Street are well built up, and at the corner of High Street is Southlands College standing in large grounds. The College comprises several detached buildings enclosed within a high wall, and is one of the Wesleyan Committee of Education's branches for training teachers. It also possesses day schools. This neighbourhood from Surrey Lane to Battersea Park Road has been comparatively recently built over and so has straight streets—all the older portions of Battersea having narrow and crooked streets and lanes—and respectable houses, with the accompanying swarms of children, who have another school hard by in Surrey Lane. Passing Battersea Station the style of the High Street changes and the shops are poor and small. Alongside the Salvation Army head-quarters on the west side of the street is another large yard, also full of gipsy vans, and here the members of the community can be seen getting their houses ready for the road. Dozens of the wagons are packed away in here as closely as it is possible to get them. Along the broad Park Road to the east, under the railway bridge and past rows of shops leads to the southern end of Battersea Bridge Road, and turning north on it the neighbourhood seems changed. From this fine road with its improved houses, wide new streets filled with good houses run eastward to Battersea Park, and here the busy builders are filling up the vacant spaces with large high-class dwellings. To the east, opposite the Congregational Chapel at the angle of Surrey Lane, with its school and lecture hall, is still some vacant land, but it will probably be soon covered with houses.

CHAPTER XII

BRIXTON

North . . .	Acre Lane.
West	Lyham Road.
South . . .	Mill Lane.
East	Brixton Rise.

Brixton was so denominated from a stone or pillar erected by one Brixi, a Saxon proprietor in this part of primitive Surrey, and memorable in its time as one of the boundary marks of a manor in Lambeth belonging to the Abbey of Waltham in the reign of Edward the Confessor (A.D. 1062). The Brixton Causeway derived its name from this stone, and the road is now one of the boundaries of the Manor of Stockwell.

Forty years ago the greater portion of this district was fields and market gardens, but it is now closely built over and is to-day one of the busiest of the southern suburbs, though some of the quieter streets still present a wan suggestion of a rural past. The Brixton Road, a very busy thoroughfare, bisects it north and south, with Stockwell Road and a portion of Camberwell New Road as its principal cross thoroughfare. The greater portion consists of fairly wide but exceedingly uninteresting and drab streets, where middle-class people of many types make their homes in the midst of the most nondescript architecture. Behind the better streets there are still some small and poor ones. On the eastern side of Stockwell Road is the large building of the British and Foreign Bible Society's Training School with grounds behind in which are situated numerous buildings connected with the school, and from here to the corner of St. Michael's Road are day schools, now being enlarged. Behind this, fronting to Clapham Road, is the Stockwell Orphanage, founded by the late Rev. C. H. Spurgeon, also self-contained and covering a large area. The roads to the north are built up with good houses and are quiet and lined with trees. To the south the streets are much smaller, but clean, and mainly the homes of the working class. Stockwell Road is a busy cross road, with a line of tramways to Herne Hill and Norwood, and is at the western end chiefly residential,

but towards Brixton Road is built up with shops. About half-way is, or rather was, Stockwell Green, the name alone remaining, the space having unfortunately been built over, and from here towards High Street, Clapham, runs the London Road, better known still by its former name of the Stockwell Private Road. This road is now in the hands of the authorities, who are taking the many old bends out of it, relaying the pavements, and straightening the lines of the abutting gardens. North and south new streets, clean and well built, have covered all the land until lately vacant. The majority of the householders are workers in the City, and, from the window signs, the houses are largely sublet. The railway lines on the south side end most of the streets, but a foot-bridge at Hubert Grove gives access to the Ferndale Road. Here also on the south side is the large South-Western Fever Hospital stretching back to Pulcross Road, with small streets to Bedford Road.

At the corner of Stockwell Green is the Church of St. Andrew, flanked by a large brewery, and on the other side is the Stockwell Congregational Church. To the north of the Green is a poor neighbourhood of dirty alleys and small houses, but farther east the road improves, and the streets running through to Dalzell Road are all well kept and contain good houses. There is a large depot of the London Southern Tramways at Moat Place, a Board School, and opposite Chantry Road the red-brick Brixton Tabernacle, built in 1883. A small angle in the road at Stockwell Walk is still open, and at Battlefields Road is another large vacant space on the north side, whilst behind the houses everywhere are still very large gardens. The Brixton Road is very busy here, the shops being chiefly those of drapers and boot-makers, with the large Bon Marché stores at the corner of Ferndale Road, formerly Shepherd's Road. This road leads to Ferndale Road with a fire station opposite, and on the south side the Freemen's Orphan Schools, and grounds of the Corporation of the City of London with the head master's house adjoining, and alongside the Rogers and London Almshouses, also in large grounds. The Rogers houses are small, but the other buildings, of red brick, are much larger, with roomy balconies on the second stories. The open quadrangle is used by a local lawn-tennis club. Beyond is the deserted Brixton Bath, and through rows of large houses Bedford Road is reached, with many new roads parallel to Ferndale Road towards Acre Lane. This lane, an important thoroughfare now and daily improving, is a strange medley of good houses, shops, and old buildings. On the north side new streets have been planned as closely as possible, and each one looks like the next, the architecture being all of the same style of vulgar showiness repeated until the eye is wearied and the mind in rebellion. The eastern end of Acre Lane is composed of good houses with large gardens, and being well shaded with trees presents a very pleasant aspect. In the main road is the continual noise and rush of heavy traffic. The shops on the west side are close to the pavement, but opposite

BRIXTON ROAD

The great southern thoroughfare out of London.

they stand far back from the road. To the railway arch on both sides is very busy, and on the east side a broad passage called Electric Avenue has been cut through to Atlantic Road and lined with shops, with a lavish display of electric light everywhere, —hence the name. This neighbourhood on most evenings is densely thronged with swarms of buyers, whilst the streets are lined with dealers.

Cold Harbour Lane begins here, and running in a winding north-easterly direction for over a mile falls into High Street, Camberwell. Three railway stations adjoin this road and give ready access to the City. To the north as far as Loughborough Road all this portion of Brixton is a residential one, made up of broad roads with good houses on either side. The gardens are well kept and many of the roads are bordered with trees, which flourish everywhere. Beyond Loughborough Station, where there is quite a nucleus of shops, the streets are for the most part clean and respectable. Denmark Street is lined with small shops which supply the small streets behind it. The lane here contains many fine old-fashioned houses, shaded by old trees, but their charm has almost gone in the depressing transition to a region of small shops and closely-packed terraces. At the High Street a couple of new roads have lately been made, and in that street alterations are being made to give more shop-room. The slope down to Camberwell Green, with its broad pavement, is lined with shops, all busy, as this is a great traffic centre, many lines of trams and buses passing here. Camberwell Road also is changing its character, many of the old houses near the Park being altered into shops, with Camberwell New Road closely following with the footways lined with well-grown trees and shops everywhere. To the east, Knatchbull Road, with new roads and houses built in all available open spaces, leads to a neighbourhood of smaller streets and houses, clean and well kept, past the south side of the large recreation ground to where Loughborough House formerly stood in the fields to which it gave its name, now used for this district. North from here to Vassall Road the roads are comprised of smaller houses, but all of a respectable class.

To the west, Holland Road is small and contains houses and shops, with Hackford Road and neighbourhood also composed of a poorer class of dwellers. In this road is a large Board School serving a crowded district, whilst immediately adjacent is Durand Grove, composed of good houses facing a small green. The roads east and west of Stockwell Park Road are also of a good class, but Robsart Street through to the Brixton Road is full of small turnings of the poorer class and lined with shops to match. Brixton Road from Cold Harbour Lane to Kennington Park is mainly residential, but here and there terraces of shops, built in the front gardens of the houses, are springing up and gradually connecting. North of Vassall Road to Camberwell New Road, and east of the latter to the district boundary, the streets are set closer together and the people are generally of a lower grade. Along

Farmer's Road and in Wyndham Road the poor are crowded together in narrow dirty streets closely lined with small houses. Small shops and enormous public-houses at every possible point supply the necessities and satisfy the unnatural thirst of the locality. Approaching Kennington Park, St. Agnes Place and a small area near by is cleaner and newer. In Brixton Road from South Island Place north to Church Street several new streets of better houses have been built through to the Clapham Road, and the main road is lined with good shops. At this point there is a large Tramway Barn where the exchange of horses for cable traction is made, and the west side of the street is busy with trade, the opposite side being still private houses. Lyham Road, from Acre Lane to Brandon Road and east as far as Branksome Road, is nearly all covered with small streets of small commonplace houses, many of which are still building, but there are still some small nursery gardens not yet covered. The footways are unpaved and the roadways are perfect morasses, with hillocks of building material and mud everywhere. A neat little Wesleyan Mission, flanked by the large Brixton depot of Carter, Paterson & Co., adjoins the new Board School at Brandon Road. Between this and Cornwall Road are many short streets of the usual two-story design, for the most part very dingy in appearance and dirty, built on the ground of the old tile kilns. Cornwall Road is for the greater part the same, with a few small shops here and there, though at the eastern end, at the sorting office of the G.P.O. it improves. Facing Cornwall Street back from the road stands an old landmark, a windmill now without sails but still used as a granary, and very picturesque with its weather-beaten outhouses built closely round it, and the old miller's house adjacent. In Lyham Road the ground to the east is used as vegetable gardens, and farther on the Penitentiary wall begins, with a stone-yard belonging to the vestry on an angle beyond. Uphill to New Park Road are two terraces of very small cottages standing in little gardens with a few improvised shops amongst them. New Park Road boasts a few shops, a Board School for Infants and Girls, a large carriage factory, and many small houses. Mill Lane, so called from the windmill that formerly stood there, is mainly stables, with a large furniture depository on the north side and a terrace of recently-built houses and shops facing them. A large plot of building land at the north-east corner is to let, and from here down Brixton Hill to the Telegraph Inn is composed of old-style houses with some new shops. Down the hill the road is lined with fine old houses with ample grounds in front and behind. At the back is the Avenue farm and large tennis grounds, and alongside, approached by a long tree-shaded avenue, is H.M. Military Prison, covering an area of almost two and a half acres. Originally erected in 1820 for male and female prisoners sentenced to hard labour, it is now used for military prisoners only. To the north all the ground to Cornwall Road is covered by the reservoirs and pumping-stations of the Lambeth Water-works. At the north east corner of Cornwall Road, surrounded by a high wall,

overtopped by box trees, is an old square brick house overgrown with ivy, from whence it gets its name, Ivy House. The tiled roof and old bay windows looking out on large grounds contrast well with the new shops built up to them, but a portion of the kitchen garden has been rented by a florist who has a small shop at the corner of the wall. As far as Hayter Road the streets to the west are composed of good houses with the Church of St. Saviour in Lambert Road, and facing Brixton Rise at the corner of Trent Road the new red-brick Corpus Christi Church. The old manor-house of Brixton formerly stood here facing Water Lane. A few shops are among the houses on the main road, but north to Acre Lane is all large residences with pasture-land and open fields studded with fine trees behind, in which cattle are grazing, although it is only four miles from the City. The streets behind combine private residences with small trades, and in Branksome Road tailors, sweeps, and cabinet-makers are close together, with every other house displaying cards in the windows of apartments to let. Acre Lane contains many good houses, the gardens of some of them at the eastern end running through the angle to Brixton Rise; but there are many new houses recently built and some shops. Narrow at the Brixton end, it widens as the hill is ascended, and terraces of shops have taken the places of the original cottages, with a growing trade from the newly-built neighbourhood.

NORWOOD (EAST BRIXTON, ETC.)

North . . .	Coldharbour Lane.
West	Effra Road.
South . . .	Dulwich Road and Herne Hill.
East	Denmark Hill.

At the western end of Coldharbour Lane facing the main road is a small enclosed plot known as Brixton Oval, and here is the Brixton Free Library with the large newly-opened Brixton Theatre at the back. Effra Road, a reminder of the lost river Effra which ran near here, leads south towards Tulse Hill, and off it run several roads lined with small houses to the east. Passing private houses and a Unitarian Chapel, one reaches Water Lane, with an old inn at the corner standing back in a large yard with a bowling-green attached. This lane falls into Dulwich Road, a mixture of old and new houses and shops, with the Church of St. Jude flanked by terraces of good-sized dwellings. To the east of this road as far as Railton and Mayall Roads the whole district is made up of small streets of ordinary houses, some very clean and well kept, with others, like Regent Row, old and not so tidy. In Effra Parade is a Board School, and Railton Road is the shopping street for the neighbourhood, with Mayall Road and the London, Chatham and Dover

Railway line to Victoria farther east. From this road is a small lane leading under the railway to Loughborough Park.

At Herne Hill Station are many short streets full of shops, and passing under the arch Milkwood Road is reached. This place has grown rapidly since trams to Vauxhall and omnibuses to Camberwell and Peckham, coupled with an improved train service, have made it easy of access. Herne Hill stretches up and along the crest of the hill to meet Denmark Hill, lined through its whole length with good residences set well back in large gardens. Milkwood Road connects Herne Hill Station with Loughborough Junction and commences with a row of shops built in the arches of the railway. The grounds of Herne Hill Lodge are all cut up into the smallest type of suburban street. All the houses are new, and the latest road, Fernbrake Avenue, is still for the most part vacant as far as Poplar Walk, a few houses only appearing in the fields that surround the property. In Milkwood Road, facing the large railway goods-yard, stands the great hot-water bakery of Nevill's bread, with a Board School in Jessup Road, and in an angle at Heron Road the Mission Hall of St. Paul's, Herne Hill. The houses of this district are also of recent construction, and the streets are bright and clean. Poplar Walk, leading from Loughborough up Herne Hill to its junction with Red Post Hill, is a narrow lane, paved at the lower end, but left as it was on the hill-side and closed against vehicles. From the rise all to the east as far as Champion Hill is open fields, every available portion of which is let to athletic clubs. To the west a great deal of ground on the hill-side is also vacant as far as Hereward Avenue, but notice boards offer it for lease. Over the fields to the north rises the spire of St. Saviour's in Herne Hill Road, which marks the limit of the houses on that side. Up Poplar Walk and turning to the east, Denmark Hill, with its fringe of mansions, is passed, and the road dips rapidly towards Camberwell. Behind the Church of St. Matthew, Denmark Hill, is open grass-land, partly pasture, but mainly used as playing-fields. This open space stretches from the back of Cold Harbour Lane to the railway on the south and westward to Vaughan Road. The hill here is wide, but narrows at Cold Harbour Place, whence shops run to the newly-built Métropole Theatre at the corner. The London County Council owns considerable frontage behind the theatre, acquired when Cold Harbour Lane—formerly Green Man Lane—was widened. A small Baptist Chapel stands at the bend of the lane, and beyond are houses of a good class built closely together. Nearing Loughborough Junction these give way to shops, with Loughborough Chapel at the corner of Herne Hill Road. To the south the streets are comparatively new and good. A large granary and warehouses stand at the end of Shakespeare Road, which runs parallel with the railway towards Herne Hill, and adjoining is Loughborough Park. This road contains good houses with a large nursery garden behind them on the vacant space to the west, and where the roads join the site of St. Catherine's Church in an open triangle. From the

Park to Cold Harbour Lane (this portion was originally named Camberwell Lane) are several wide roads lined with straight rows of monotonous houses, a great many of which are sublet. In Sussex Street is a Board School and smaller houses, and in the main road are many shops, but dwellings comprise the major portion. Beyond Atlantic Road this is changed, and shops, large flats, vacant spaces, and dirty cottages are mixed together in the unsightly haphazard fashion which is the inevitable result of streets being built without a plan or a definite purpose.

CHAPTER XIII

PECKHAM

Peckham Rye—Peckham Rye Park—The "Homestall Farm-house"—Peckham and Nunhead from the Reservoir Hill—Meeting House Lane, High Street End—Blue Anchor Lane, High Street—South Metropolitan Gas-works, Old Kent Road—Licensed Victuallers' Asylum in Asylum Road.

Although Peckham of to-day does not suggest anything so archæologically interesting as the Domesday Book, yet the Saxon village is referred to in the great survey as follows: "The Bishop of Lisieux holds of (Odo) the Bishop (of Bayeux) Peckeham which Alfleda held of Harold, in the time of King Edward, when it was included in Patricesy." From this it appears that the district formed a part of the Battersea Manor in the reign of Edward the Confessor, which statement corresponds with the account of that manor among the lands of the Abbot of Westminster in Domesday Book. Till within the last fifty years this place has always been a small out-of-the-way hamlet, best known as the site of a large fair. The old village was built on the main road between Hill Street and Meeting House Lane, a few houses of which still remain, and beyond on all sides were fields with some few houses to the south at The Rye and Nunhead. Since 1850, however, things have altered and the parish has lost its rural character, and save to the south of The Rye and Nunhead Cemetery is almost entirely built over.

Peckham New Town lies on both sides of the Old Kent Road immediately south of the Canal, where the vast premises of the South Metropolitan Gas Company produce light and heat for a large section of London. The Company was founded in 1833 to make gas from cannel-coal, and first supplied gas in 1834, but after a short trial the cannel-coal was abandoned and in 1838 common coal was used instead. At that time the product cost 11s. per thousand feet, but this has gradually fallen with more improved methods and the fact that sharing profits with the employees is an incentive to cheapen production. These works, from a small beginning at the Canal side, have gradually grown and absorbed street after street, and even a church, till they now cover nearly the whole area bounded by the Canal, Ormside Street, and the main road. From the Canal bridge south to the Old Kent Road Station most of the road is lined with houses set well back with long

and narrow strips of garden behind. Here and there is a small row of shops exposing most of their wares outside and encroaching on the broad but dirty pavement. The road too is very muddy and badly maintained. A great many of the better-class employees in the Gas-works live in the small streets that abut on them, and in Ruby Street is a commodious Board School for the children. There are a few old cottages in this angle, but most are new and clean and the occupants are fairly well off. South of the works the houses are better, but trades are creeping in everywhere, and beyond Justin Street the small streets are very dirty and the abode of the poorest classes mixed with sweeps, slaughter-houses, bottle and rag merchants, vacant lots covered with refuse, and small shops. Stockwell Street is the worst of these, with Wagner Street close behind. At Canterbury Road the South London Railway crosses the street. White Post Lane is the eastern parish boundary, now only a narrow blind alley leading to a saw-mill; this was formerly part of Canterbury Road, which was blocked by the railways and brought through on the west side of the line instead. Past a few little cottages and under the arches leads into the Canterbury Road, which is lined with two- or three-story houses where artisans and clerks pass their home hours in between gasometers and the high railway embankment opposite. At the corner of Manor Grove is a Mission Church of Corpus Christi College, Cambridge, and facing it a Board School relieves the monotony of small houses. To the west of this road towards the Canal the neighbourhood is very mixed, and a great many factories have been established. The large Hatcham Manor chemical works are in Justin Street, and all round are skin-dressers, farriers, smiths, coopers, white-lead works, varnish and furniture factories, engineering works, leather-enamellers, furniture and cabinet makers, with small houses and shops scattered here and there between the sometimes evil-smelling factory buildings. This neighbourhood, according to Manning and Bray's *History of Surrey*, was formerly known as New Hatcham, and it was here the manor-house of Hatcham stood. It was apparently a considerable house surrounded by a moat and adorned with various avenues and plantations, but it is almost impossible to imagine the far-away years when stately trees and soft walks and the amenities of a beautiful house were to be found at Peckham. All through this district the small general shop selling everything is to be found cheek by jowl with fried-fish bars and second-hand dealers, and the squalor-spreading public-house is scarcely ever out of sight.

Along the banks of the Grand Surrey Canal most of the wharves are stacked with wood in every form, with firewood predominating, and in Ormiston Street, —formerly St. James's Road, New Hatcham—are large saw-mills, firewood or box factories, with basket works turning out heavy baskets for the G.P.O. and parcel post. A good many costers and small builders are here, with a liberal percentage of beer-houses. Opposite Ruby Street in the Old Kent Road is the

Livesey Library, one of the Camberwell public libraries given by Sir George Livesey of the South Metropolitan Gas-works to the parish and opened in 1890. It is a beautiful building, with fine reading-rooms, reference and lending library, and is very popular. Adjoining the library is Christ Church, which was rebuilt on its present site when the original building on the north side of the road was absorbed by the Gas Company's works in 1868. All the south side of this road from the station to the Canal bridge is composed of either small houses or shops with many dwellings in process of transition. To the west of the Canal bridge, where there is now a coal-yard, there formerly stood a windmill, shown in the old maps, and to the south of this was a meadow called the North Field which stretched almost to Meeting House Lane.

In digging this canal in 1809 a Roman causeway was discovered which ran through the marshes in a north-easterly direction from the Kent Road to the Thames at Rotherhithe dock. The track was fifteen feet broad and was formed of squared blocks of chalk secured by oak piles which were internally perfectly sound. In the course of the excavations about two hundred and fifty yards were broken up, and from this some four to five hundred loads of chalk were taken. It is presumed that this causeway was a portion of the Roman military road from the camp on Ladlands Hill in the southern part of Camberwell parish to the Thames near Rotherhithe. This camp is described by Manning and Bray as being oblong in shape and surrounding the top of the hill, having a double line of earthworks on the south side.

The south side of the Canal to the Glengall Bridge is flanked with various kinds of works, but principally those connected with timber. There are many large timber-yards and box factories with saw-mills employing large numbers of hands. The Latina Road parallel to the south is built up on both sides with a small class of tenement house, called the Albert and Derwent Buildings, but east of Haymerle Road stops at vacant ground. There are more manufactories, wood-yards, candle factories, scenic artists' studios, and box factories, with a great deal of open ground. This has been filled in again and again till now it is up to the second stories of many of the houses abutting. Haymerle Road contains a large Board School and many small workshops, but is poor for most of its length, and most of the streets westward to the Langdale Road are also filled with people subsisting on less than a living wage. Between this and the Sumner Road is the Peckham Branch of the Surrey Canal, which runs south to the High Street of Peckham opposite Rye Lane. At the junction the Vestry of Camberwell have a large yard and wharf, and shoots from which they discharge the rubbish of the parish into barges. More wood-yards and box factories stand on both sides of the waterway, with whiting works, lime and cement wharves, and "wooling" works as far as Willowbrook Bridge.

Pennack Road is quite new and impassable on account of the mud, and in Willow-

brook Road are many new houses of the same two-story style. On the east of the Canal the houses in Hill Street are gradually changing their class of tenants, but are good substantial dwellings with the long and narrow gardens, at one time thought necessary for the health and pleasure of the tenants, but now regarded as a waste of space. These gardens south of Commercial Road have already been cut in halves, and a small street—Bonar Street—built in them, although a strip is left to both sets of houses. On the west side of the Canal the houses are poor, and along the bank or tow-path itself they add dampness to their other failings as the water is only a few inches from the doorsteps. In Sumner Street are national schools, and all the neighbouring streets to High Street, Peckham, are composed of houses of various grades of meanness. South of Commercial Street, Sumner Street is narrow and most of the houses are small, with dates running from 1835 to 1852. There are still remnants of gardens attached, even a piece of hedge round the cowsheds of an old dairy farm and a few trees, but most of the cottages are given over to little shops, costers, second-hand dealers, and fried-fish vendors. Some of the turnings are small but clean, and a queer little row of cottages centres round Adelaide Place. These are the homes of labourers, each with a little garden in front, some well kept and others desolate. Adjoining the Canal are more of these small places opening directly on to the tow-path. This is a portion of the old "Melon Ground," formerly a famous garden, while "The Orchard" was on the east side of the Canal. The basin of the Canal was the site of the mansion of Sir Thomas Bond, erected in 1672 on the site of the manor-house of the Muschamps, who possessed the Peckham estate. The garden is spoken of as being very fine with excellent prospects of London across the meadows! Evelyn, writing on June 12, 1676, mentions that the masts of the ships at Greenwich could be seen above the trees. Sir Thomas Bond was a favourite of Charles II. who followed James II. to France, leaving his house to be plundered and the gardens to be destroyed by the people. He was buried at Camberwell Churchyard in 1685. The house was pulled down in 1797 and on the extensive grounds Peckham Fair was held, which gradually extended into High Street as far as Meeting House Lane. It took place on August 22 and the two following days and was a very rough assemblage, police officers from London being sent down to preserve the peace, but after many protests it finally succumbed to public opinion in 1826.

At the southern end of Sumner Road is a small Methodist Chapel, erected in 1874, with a Board School adjoining. To the east in Martin's Road are the Victoria Baths and a long range of new stables and granaries belonging to a local omnibus proprietor. Winchester Place, which is very narrow, falls into High Street at Winchester House, a fine old mansion now occupied as an omnibus and carriage office. High Street westward to Southampton Street—Old Rainbow Lane—is mainly residential, and in the streets to the north are many good houses with ample

grounds occupied by a comparatively well-to-do class. The south side of the road from Victoria Road to Rye Lane is mainly given up to shops, but one or two fine old houses opposite Sumner Road remain. Basing Road, recently widened, is named after the manor of Basing, the grounds of which extended all round, but it is now the head-quarters of the Tramway Company which has large stables and sheds here.

Collyer Place is named after Dr. Collyer, the pastor of Hanover Chapel at the corner of Rye Lane. This chapel and the adjoining street were so named as a compliment to the House of Hanover, members of which were distinguished patrons of Dr. Collyer. The building was erected by the members of the meeting-house originally established in Meeting House Lane in 1657, when larger quarters were required, and in connection with it are the College Schools in the High Street. Rye Lane is a busy thoroughfare of a good width at this end, but considerably narrower farther up. Paved with wood, well kept, cleared of the gutter market that formerly blocked the road, and lined with good shops, it presents a better appearance than formerly, and supplies the needs of a large district. The lower end is mainly given over to drapers and fancy goods, while provisions and the staple articles of food are found towards the upper end. Many of the old houses still remain, but are gradually being converted into shops.

East of Rye Lane—or as it was formerly called, Smith Street—the neighbourhood is above the margin of poverty, except near the Basing Road, where the people hover on the line of insecurity. Hanover Street, Elm Grove, and South Grove, just north of the London, Chatham and Dover Railway, are quiet, well-to-do streets still shaded by large elms and boasting good gardens. In South Grove, facing the houses, is a sadly neglected open space full of melancholy shrubs and trees.

Under the railway arch, where the Chatham and Dover and South London lines have a large joint station, is Blenheim Grove, with the Church of All Saints and its vicarage behind in a quiet district filled with fairly well-to-do people south to M'Dermot Road. In Choumert Road are the Palyn Almshouses of the Girdlers Company, removed here in 1852 from Pesthouse Row, St. Luke's, and opposite an imposing new Board School. The streets on the west side of the Rye Lane are wide, comparatively new, and contain good houses, with a Baptist Chapel and schools, opposite Hanover Street, erected in 1863. South of the railway the population is rather poor, and the houses and streets not so well looked after. East to the Albert Road, and as far as Nunhead Passage, the streets are a mixture of poor folk and people who would resent such classification, but all struggling to present a respectable front to their neighbours. The Heaton Road calls to mind Heaton's Folly, a large building capped with a square tower, erected by a person of that name early in the nineteenth century on the ground now covered by Hanover Park.

Peckham Rye, one of the few open spaces in this portion of London, consists

now of the Rye proper and the Rye Park—in all some 112 acres. The Rye has always been common land, and is mentioned in documents as early as the fourteenth century and as forming part of the manors of Camberwell, Buckingham, and Camberwell Green. After more than a hundred years of protest against encroachments the Vestry purchased the manorial rights in 1868, and saved the ground to the people. Up to the time of this purchase the greatest difficulty was experienced in preventing the Rye becoming the site of a huge fair. The lower part is now laid out in grass, with a band-stand, two large ponds, and a large cricket-ground towards the south-east. The slope of the land towards Forest Hill evidently gave it the name of Peckham Rise or Ridge, and when the Thames was not embanked, the flood waters would have reached the base of the hill. Homestall Farm is surrounded by the Rye Park, and though still tenanted and used as a farm the ground belongs to the London County Council. This property and the houses standing to the west cost £51,000, and their leases still have a few years to run. In making this property into a park, which was opened to the public in 1894, stabling, cottages, and an old pottery were removed, and the grounds laid out with tennis-courts, a cricket-ground, and a playground for children. The farm-house on this property is over two hundred years old, and with its weather-boarded sides and quaint windows looks very picturesque in comparison with the new keeper's lodge alongside. The Rye was at one time covered with trees, and down the centre ran a stream in which water-cress abounded. The wood continued from Peckham Rye Park over Honor Oak Hill, and at the beginning of the nineteenth century a colonial broker named Kymer rented it for pheasant-shooting. There are many living who remember in their childhood the loneliness of the whole neighbourhood of Peckham Rye, which was then surrounded by fields, with a pleasantly situated house standing near the road here and there. At night the darkness was unbroken by street lamps, and the only means of reaching the City was by means of the "Times" omnibus which rattled to and from the heart of the Metropolis.

To the south of the Park is the Colyton Road, with a few houses at its western end and large open cricket-grounds behind to Mundania Road, where a new Baptist Chapel stands, and east to the Homestall Road. The Therapia and Marmora Roads contain good houses, but they are not yet completed. The Chatham and Dover Railway skirts Honor Oak Hill, and just beyond a few short streets containing some well-built villas run a little way up the hill. The hill proper is leased by a golf club whose links circle the eastern slope, over very clayey and damp ground. All the northern and eastern sides of the hill are open, and the Hall and Ivydale Roads mark the advance of jerry-built houses. The curve of Homestall Road to the north leads through open fields. Cricket and other clubs for recreation hold back the flood of badly-built villas. There are even a few farm buildings still standing to the east of the Colyton Road.

The roads in process of making are still in a rough state, but being on good foundations will soon improve. Rye Hill Park and the adjoining roads are on the steep side of a hill, with the Southwark and Vauxhall Reservoirs at the top. The water is pumped from Hampton Court to Battersea, and from thence to this spot. The square Venetian chimney shaft of the engine-house between the upper and the lower reservoirs, owing to its raised site, is noticeable in all directions. South of this a great deal of the hill is still vacant with here and there a single large house, but on the level the land is nearly all covered with hurriedly-built villas erected within the last ten years, mainly of two stories and rented to clerks and the better class of mechanics. Towards the south is a fine view of Honor Oak and Forest Hills, but new streets fast appearing will soon blot this out. Some of these new roads are only partially built upon, others contain nothing but ballast heaps, but south of the Ivydale Road and all the older roads are well kept, and trees planted along the footways do their best to relieve the monotony of showy little villa fronts. The estate agents forbid the renting of apartments in this locality, which is mainly the home of City workers, who are conveniently near to Nunhead Station.

Nunhead Station is close to the great Cemetery for the south of London, consecrated in 1840. It stretches from Linden Grove to Limesford Street, and from the Reservoirs to Ivydale Road on high ground. Being very large and convenient for South London, the processions of hearses and carriages seldom cease, and probably from this cause the neighbourhood of the front gates is given over to monumental masons and poor people who study cheap rents. Most of Linden Grove and the small streets behind are poor and shabby, while in the neighbourhood of the station they are also dingy and dirty, with a cheap class of shops, but flamboyant public-houses. Westward of Linden Grove is Nunhead Grove, with a temporary church and hall of the Cheltenham College Mission in a poor neighbourhood, but beyond the houses improve. Between the Reservoirs and the Cemetery is a narrow lane leading over the hill to the south, and to the north a Congregational Church standing among good houses. Forester Road leads through a narrow passage to the Rye, and off this on the Somerton estate some new little villas are going up. Waverney Avenue is also new, with a few cottages built, but no sidewalks and the road unmade. A good deal of open space at the backs of the houses facing on the Rye is apparently laid out for building, and ballast heaps are being burned for road-making. The houses fronting on the Rye are mainly larger residences, but near the Forester Road a couple of tiny shops have squeezed in, which supply the frequenter of the Common with light refreshments. At the beginning of the Rye between the Philip and Scylla Roads is a strange collection of old houses and cottages, mainly small, standing back in yards enclosed by broken-down palings, the homes of sweeps, masons, and labourers, and also used for stabling. Between Nunhead Passage and Lane, clustered round a Board School,

are many small streets, clean, but containing poor people. Between the Rye and the Board School the vacant land is being built over, and the old way to Nunhead will soon be obliterated. At the west end of Nunhead Lane is a large Teachers' Orphanage facing the Rye, and here and in the crescent are some better houses.

Beyond St. Antholin's Church, with its bells outside in a small wooden structure, the neighbourhood is a mixed one, and a sharp turn in the road leads on to Nunhead Green. This space, in two portions, covers $1\frac{1}{2}$ acre, one portion being planted and the other asphalted and provided with seats, a street station of the Fire Brigade being established at the eastern end. Many shops line this space, and to the north is a citadel of the Salvation Army, a small Baptist Chapel, the Asylum of the Metropolitan Beer and Wine Trades, and the Old Nun's Head. The last is over two hundred years old, and was once a famous inn with extensive tea-gardens in great vogue, but was gradually built in. Over the gable is an old carving of a nun's head, and the big elm trees behind still shade a piece of the old gardens. From here the Evelina Road runs downhill into the Lausanne Road, with good roads and well-to-do people to the north and poor roads to the south. The Albert Road—originally Cow Walk—leads down through a good district into Queen's Road, and at the corner of Nunhead Passage are the Beeston's Gift Almshouses of the Girdlers Company, erected in 1834 and standing back in spacious grounds. Gordon Road parallels Albert Road to the east, and between the two are some small poor turnings. Fronting on this road in the angle formed by the railway viaducts is the large Workhouse of St. Giles, Camberwell. This building was originally a convent known as Nazareth House standing in some four acres, but the advent of the railways caused the nuns to remove, and the property being taken by the Vestry has been gradually added to till now the buildings cover a great area. East of the Workhouse to the Lausanne Road is all a better-class district, with the Church of St. Mary Magdalen with a spire built of brick in the centre. St. Mary's Road is composed of good houses with large gardens behind, and is the district formerly locally known as the Duck's Nest. West of this is The Retreat, a convent and Roman Catholic School for Girls under the charge of the Marist Fathers, occupying a large house, in spacious grounds, some two hundred yards from the road.

To the north of the Queen's Road—originally called Deptford Lane—the streets to the east of the railway, with the exception of York Grove, which is moderately well-to-do, are all of the same type, and though on the whole the people have fairly secure incomes there are many poor in their midst. On the west side of the railway the line of the Asylum Road from Queen's Road Station runs through the same class of population, which is somewhat better off in the Asylum Road itself. In this block is the Old Kent Road Station, and a little west in Leo Street stands St. Mary-le-Strand House, a fine old building shaded by trees. It was erected in 1811 by the Strand Vestry for a warehouse, but given up in 1836, when it was leased to a

firm of dyers and bleachers who still have it. It stands on part of seven acres granted to the Strand parish in 1667 by Alice Loveday. At the corner of Gervase Street are large new tramway barns, and beyond this street is the Licensed Victuallers' Asylum. This charity was founded in 1827, and consists of a group of houses, chapel, chaplain's residence, board rooms, and others set round two green lawns. It has been enlarged from time to time till now all the six acres of ground is covered. The main buildings seen from the road look well, and at the entrance is a statue to Prince Albert. In Asylum Road is Clifton Chapel, and in Meeting House Lane the Church of St. Jude. This lane, as its name suggests, contains the place of meeting for Nonconformists established in Peckham in 1657, in which the congregation worshipped till they removed to Hanover Chapel in Rye Lane. Meeting House Lane takes a sinuous course to High Street, Peckham, passing through a moderately comfortable neighbourhood with here and there a black spot such as Clarkson Place, till at the lower end poor shops take the place of the rows of terraced dwellings. The southern end of Meeting House Lane includes part of the old village of Peckham, and some of the rather quaint houses are still standing—a melancholy and emaciated survival of what was almost rural in the days of the Georges. Among these the most worthy of comment are Friendly Place (1791) and Ebenezer House (1721), opposite Acorn Street, with the small cottages adjoining, and the four very old houses by the large new police station. Across the High Street are also some remains of old times in Batten's Yard and Nungate Lane with patches of vacant ground. High Street from Rye Lane is occupied with cheap shops to Albert Road, and beyond almost to the railway arch are fairly large private houses in gardens. At Harder Road is a large Methodist Church built in 1865, and in Wood's Row a Board School with St. Mark's Church (1883) opposite relieve the sterility of the streets. To the east this district is poor, but it improves towards Clayton Road, and beyond this the High Street is very busy, with most of the shops displaying their wares outside and a busy costermongers' market at the kerb.

At the foot of The Avenue is Miss Rye's Emigration Home for Girls, established in 1869. The building stands in a large open space, and on both sides the ground is still unbuilt upon. Behind the main street are many small cottages with cowstalls, shambles, omnibus-yards, and stables in every available space. The schools of the Church of St. Chrysostom also stand in this nondescript spot. Nearer to Rye Lane immense warehouses and stores of the large drapery firm at the corner cover the ground through to Hanover Park, and next to the corner is the old inn called The Kentish Drovers, famous in coaching days. Another famous old house is the Red Bull, of which Alleyn, the founder of Dulwich College, says in a memorandum dated October 3, 1617, "went to the Red Bull and received for the 'Younger Brother' [a play] £3:6:4." Opposite The Kentish Drovers is the

head of the Canal, lined with coal and brick wharves ; and with several small factories on the banks. Hill Street stretches to the north, full of houses which are now mostly used for trade purposes, a great deal of small manufacturing being carried on in the neighbourhood.

At the corner of Goldsmith Road is the Church of St. Chrysostom, a square brick building, plastered, and behind is a small mission hall. The road was named after Oliver Goldsmith, who was a tutor in Dr. Milner's School in Peckham, where he is said to have written the major part of the *Vicar of Wakefield.* The district is now so poor, so crowded, and so unsightly that it is hard work to imagine its pleasant days of over a century ago.

Bell's Garden Road reminds one of the old nursery gardens long vanished, and in the place of the colour and scent of flowers is a slum called Blue Anchor Lane, full of costermongers and the very poorest people. The old houses, many with wooden walls, look on to piles of refuse and rows of barrows. The eastern end of Goldsmith Road is also poor. At Stafford Grove a large vacant space is utilised as a fair ground opposite the Wesleyan Schools. The "grove" is narrow and poor, but it contains a very large manufactory where children's food is prepared. Lower Park Road contains a Board School, and Peckham Park adjoining recalls the park which at one time stretched from the High Street almost to the Kent Road. From Bird in Bush Road north all the angle is a poor one, with Grainger Street as the worst spot of all. The Roman Catholics have established a large settlement, including a church and monastery with schools, in Lower Park Road, and in Bird in Bush Road is the Roman Catholic Church of St. Francis. Upper Park Road still remains as it was in the centre, but at both ends it is undergoing the rapid changes which sweep over the inner suburbs. Leyton Square is a large open space flanked on three sides with tenements occupied by artisans and labourers, and is well kept. The small streets between this spot and the Old Kent Road are dingy, dirty, and very poor, and behind them are many stables and slaughter-houses. This is the home of many of the men working for the Gas Company already mentioned, whose gasometers tower high above the houses.

CHAPTER XIV

DEPTFORD

In the Saxon Chronicle—A.D. 871—this place is mentioned as Mereton or Meretun, "the town in the Marsh," but after the Norman Conquest it received its name of Depeford from its peculiar position on the Ravensbourne, the river at its estuary here being of great depth. Tenements were built along the shore and the name obtained the addition of "Stronde" or Strand. Thus it was sometimes called Depeford Stronde, or West Greenwich, but this later appellation fell into disuse. As buildings increased the "Stronde" was dropped, and passing through several changes in orthography the name was gradually altered to Deptford. From being little more than a fishing village, it rose into consequence about 1513, when storehouses were erected here and at Erith. At one time famous for its dockyard and market gardens, it is to-day best known by the Royal Victoria Victualling Yard and the great Foreign Cattle Market. In Evelyn's map of 1623 the vicinity of Butcher's Row is marked "Depford Strand." The houses are built close together, and a note in the margin says that "by the increase of the buildings may be seen that the town is in 80 years become neare as big as Bristoll." The borough to-day has very little river frontage, extending only from St. George's Stairs to almost the centre of the Victualling Yard.

Leaving Plough Road, London Street leads to Grove Street with large railway yards on both sides. To the east an outlet to the river is gained at Deadman's Wharf, and to the west connections are made with the South-Eastern and Brighton Railways. A large wet dock is also used in connection with these railway yards, and south of this is the Royal Victoria Victualling Yard. This yard was established in 1742, as the Naval Storehouse accommodation on Little Dover Hill was inadequate, and covers the site of the "Red House," a collection of warehouses so named from being built of red brick. This yard has suffered severely from fire in the past and has been gradually enlarged from eleven acres to its present extent of over thirty-five acres. It received its name after Queen Victoria's visit in 1858, is the largest of the home victualling establishments, and contains immense supplies of stores besides manufacturing biscuit, chocolate, mustard, and other foods for the Fleet.

Grove Street is a fairly clean street of mixed poor and comfortably well-off people, but out of it to the east run many small streets that are dirty and poor. To the west is the Surrey Canal, with a small bridge across it at Windmill Lane, the shores lined with enormous stacks of wood, and at the bend is an iron barge builder's yard with several barges on the slips. Beyond the new Board School at Barnes Terrace, Grove Street is composed of older houses with some small shops, and enters Evelyn Street. This road is named after John Evelyn the diarist, who was born at Wotton, in Surrey, on October 31, 1620, and whose Diary records that he came to live at Deptford in 1652. The adjoining Sayes Court was his property and is still in the family. Evelyn Street, commencing at the Canal bridge and ending at the High Street, is a wide thoroughfare with a line of tramways to Tooley Street and contains many shops, but is chiefly composed of small private houses. To the south the streets that border on the Canal are very dirty and poor, to the Wotton Road they improve greatly, and then to the High Street they are again full of poor people and badly kept. The South-Eastern Railway forms the boundary of all these streets, and here as elsewhere the vicinity of the railway line is poor and dirty. In this area is a Board School in Duke Street and two in Clyde Street. This was an old turnpike road, the Gibraltar Gate standing at the junction of Abinger and Princes Roads till it was removed in October 1865. From this corner to the High Street the road cuts across the old estate of Broomfield, the mansion of which stood on the west side where the Evelyn estate office is now. Princes Street is composed of new houses on the north and very old ones on the south side, and runs eastwards past the gate of the Foreign Cattle Market to Watergate Street, once Old King Street. New King Street, or Back Lane as it was called, and Watergate Street are narrow and for the most part dirty, with some cheap shops in them. The junction of these two turnings opposite the "Noah's Ark," better known as Bonditches Corner, has recently been pulled down with part of Wellington Street to ease the traffic at this corner. The terminus of a tram line, a starting-place for Greenwich omnibuses, and situated at a narrow and sharp angle, the constantly increasing traffic necessitated a radical widening, which is now in progress. Turning south in the High Street the borough line runs eastwards along Creek Road, a narrow inconvenient turning for the heavy traffic usually to be found in it, lined with old-fashioned well-built houses to Church Street. Beyond this the road widens and as far as Deptford Creek is a fine thoroughfare, very busy, with a steep ascent at the eastern end to the Creek Bridge. A portion of this bridge in the centre is raised by hydraulic power to enable sailing barges to ascend the stream. From the Creek to Church Street and south to Deptford Bridge this neighbourhood is poor, with filthy streets and many wretched houses. Along the edge of the Creek the ground is closely covered with coal-yards, brick and lime wharves, and great stacks of firewood, and many manufactories are also situated near by. At the

commencement of Creek Street, Theatre Wharf marks the site of the old playhouse. Now a coal depot, it has been in turn school, warehouse, chapel and theatre, and was finally closed in 1857. At this wharf the Ravensbourne falls into Deptford Creek, and to this point barges ascend. Here are the vast Robinson Flour Mills which cover the eastern bank of the stream as far as Deptford Bridge. Church Street for its whole length is poor with badly-kept shops and houses. On the west side stands Christchurch, a heavy-looking church of brick with a tower, and opposite is John Addy's School, founded in 1821 ; on the eastern side of the way between Bronze Street (old Copperas Lane) and Creek Road stood the Trinity Almshouses. These were for the benefit of masters and pilots of the merchant service, together with their wives and widows. The ground contained thirty-eight houses (fifty-six apartments) which formed a square, and the centre was plotted out as a beautifully-kept garden. The Almshouses of the Guild were probably first erected in the fifteenth century, and after several changes were finally pulled down in 1877 and the residents transferred to the Bancroft Almshouses in the Mile End Road. From a quiet well-kept place the neighbourhood has now come down to harbour a very poor class of people. Between Church Street and the High Street, once known as Butt Lane, is another neighbourhood of poor streets crowded and dirty. In this block, to the north of the railway, stands St. Paul's Church, consecrated on June 30, 1730. The spacious churchyard is open, and used as a thoroughfare to Church Street. Beside the High Street gate is an enormous stone coffin which was dug up in the vicinity.

To the south the model dwellings cover the site of the old rectory, and Crossfield Lane, a poor turning, was formerly the old footway across the fields towards Greenwich. In High Street also stands the large Church of the Assumption facing a Congregational Church, and here, spanning the road, is Deptford Station on the Greenwich Railway. This is a very busy street, full of bustling small shop-keepers who make great display of their wares both in their shops and on the pavement. A few hawkers also stand at the kerb, but the street is too narrow for stalls, is paved with macadam and poorly kept. Public-houses and the pawnshops which thrive in their shadow are prolific here. Westwards to the South-Eastern Railway the streets are level, but make a sudden ascent at New Cross Road. The houses are old, and some of them still retain a morsel of garden ground in front, but the place is full of stables, cab-yards, slaughter-houses, and costers, and is a generally bad district. The main road is very wide and at the eastern end is lined with good shops which have lately replaced the small old-fashioned ones which have almost vanished. Up the hill to New Cross Station is still lined with good residences, but trade is gradually encroaching on them. Broadway is very busy and, lined with good shops, leads on to Deptford Bridge.

Lord Audley and his Cornish rebels were defeated here in 1496 by the Royal

troops. The original bridge was an old one and mention is made of repairs to a wooden bridge in 1395. After many alterations and rebuildings the centre piers were removed in 1808, and girders substituted; it was freed from toll in 1879, and in 1880 the bridge was again altered and widened to meet the growing traffic. The village stocks and cage stood where Deptford Brewery is now, at the corner of Mill Lane. This was formerly known as Dog Kennel Row, and is said in Sturdee's *Deptford* to have been the site of King John's dog kennels, the very old flint wall of the brewery buildings facing the lane being pointed out as part of the structure. The lane, narrow and lined with old cottages, was formerly a most notorious refuge for

DEPTFORD FROM THE GREENWICH ROAD

From a print published in 1808.

beggars, tramps, and wastrels, but the London County Council pulled down their rookeries, in June 1895, as far as Friendly Street, and are now widening the road or erecting substantial dwellings on the site. It was here that the stone sarcophagus now in St. Paul's churchyard in the High Street was dug up. It contained a perfect skeleton; the lid, however, was broken in uncovering it. Behind the cottages is open to the Ravensbourne with some gardens and a small pasture and stables. At the end of Mill Lane are the reservoirs, pumping-station, and offices of the Kent Water-works. The water is taken from the Ravensbourne and the plant covers a large area; the offices stand on the site of Taylor's Flour Mill, which gave the name to Mill Lane. Ravensbourne Road is composed of poor houses, but south to the

railway the houses are larger, newer, and have a better class of tenants. North from Friendly Street to New Cross Road, which embraces what was known as Deptford New Town, the streets are again small, narrow, and crooked, and generally poor. The vicinity of Tanner's Hill contains many small shops and houses. Many of the houses and the Brunswick Methodist Chapel date from 1841. Climbing the hill past St. John's Station, the Church of St. John stands facing Lewisham High Road, with the vicarage adjoining and the parochial room beyond. Lewisham Road Station is here and the steep slope of Loampit Hill to the east. As far as New Cross Road Lewisham High Road is a fine, wide, macadamised thoroughfare, quite hilly, with rows of large shops at the Lewisham end and a good class of residences at the other. The roads leading out of it are all good, new, beautifully kept, and contain a well-to-do class. In the Wickham, Breakspears, and Tressillian Roads the houses are large and detached, standing in good gardens. The remainder of this district to the Brighton Railway and north to New Cross is also made up of wide well-kept roads, good houses, and well-conditioned middle-class people. On the eastern side of the Brighton Railway, which follows the line of the old Croydon Canal, there is still much vacant land as far north as St. James's Church. This district has two railway stations—Brockley on the London, Brighton and South Coast Railway, and Brockley Lane on the London, Chatham and Dover Railway—and the easy transit to the City has helped to build it up. Southwards to the end of Breakspears Road is a newly-built neighbourhood with good streets, houses, and shops. To the west of Brighton Road a few short streets cluster round a Board School in the Mantle Road, but the rest of the angle, bounded by the London, Chatham and Dover Railway embankment to the west, is open fields. A portion of these are under cultivation, the rest are used as playing-fields. North of this to the New Cross Road is all new. On the summit of the rise is the London County Council open space called Telegraph Hill Park. This was originally known as Plow Garlic Hill, and gained its present name from the Semaphore Station (the last before reaching London) that transmitted to the Metropolis the news of Wellington's victory at Waterloo. This station formed part of the line between London, Deal, and Dover, established by Lord George Murray in 1795, and it continued in use until superseded by electric wires. The recreation-ground here consists of ten acres in two plots and cost £8000. The southern portion of four acres is some 160 feet above sea-level, but is now so hemmed in by houses that the view has been blocked up. Thus are the natural assets of a city destroyed through the lack of a general plan. The northern portion, on a steep hill, is beautifully laid out, and contains two small lakes and a band-stand. Here again the houses have been built closely round it. On the summit of a hill, and conspicuous from a distance, stands St. Catherine's Church, of Kentish ragstone, but lacking a tower and steeple. It was built and endowed by the Haberdashers Company, who own all this district, at a cost of £22,000, and

endowed in 1894. Immediately east stands Aske's School. It was built in 1875, from funds bequeathed by Robert Aske in 1688, and was originally for boys and girls, but the scholars increased so quickly that a new building facing New Cross Road was built in 1891 for 400 girls. There are over 350 boys attending the school now. When these schools were opened in 1785 the hill was hardly built upon, there were no paved roads nor houses near, and the mud was often so deep that carriages could not approach. Now all is different, and from the school run fine roads in all directions built up with good houses. To the north Pepys Road, tree-planted, macadamised, and very clean, runs down the steep slope to New Cross Gate.

NEAR THE STOREHOUSE AT DEPTFORD

From an engraving by Boydell published in 1750.

There is still some building to the east of this road between the Ommaney and Jerningham Roads. The Erlanger and Walker Roads are not quite built up at the southern end, and the roads there are still unfinished. The houses on the Haberdashers' estate are all well built and are well off in the matter of gardens. Dennet's Road and the many small turnings out of it are older and contain a respectable poorer class. At the foot of the slope is Queen's Road, a wide thoroughfare with a line of trams to Blackfriars and Westminster. Most of this road is residential, large houses with gardens in front and some shops. This is Hatcham, and of it Domesday Book says: "In Brixistan Hundred the Bishop of Lisieux holds of the Bishop of Bayeux, Hachesham, which Brixi held of King Edward." The manor was long claimed by Kent and was contested till 1636, when a decision was given in favour

of Surrey. Queen's Road, old Peckham Lane, falls into New Cross Road at a point still known as New Cross Gate. The gate stood at the junction of the roads and was taken down at midnight on October 31, 1865, by the Metropolitan Board of Works. New Cross Road—the old Watling Street—is here lined with large houses, with a few shops at the railway bridge. The south side of the road to the Jerningham Road contains several large detached houses with good grounds behind. The Brighton Railway has large workshops adjoining their station. The former works were destroyed by fire in 1844, on which occasion King Louis Philippe of France, returning from a visit to Her Majesty, was a spectator. This is an extensive station with a heavy local business and large coal-yards. To the east is open ground to Childeric Road still used as a market garden. The main road here is full of shops with some quiet little roads to the south. In one of these streets is the Church of St. James, the vicarage, and schools. In Laurie Grove are the new Parish Baths and Washhouses, not yet completed. The roads branch at this point, Lewisham High Road running south-east.

Opposite Park Road stands the Goldsmiths Company's Technical and Recreative Institute, formed in 1891, in a red-brick building of three stories with gardens in front and a large field behind. The building stands on the site of the old Counter Hill Academy, pulled down in 1841. Afterwards the Royal Naval School stood here prior to its removal to Greenwich. In this road and those off it there are several good houses, many of them bearing the date of 1854. New Cross Road is also mainly dwelling-houses at this point, but shops are being built among them. To the north the district on both sides of Woodpecker Road is closely built up with a uniform style of small three-story villa, largely tenanted by railwaymen. Most of the streets are filled with people in comfortable circumstances, but near the railway and canal some of them are poor. This was once a well-used road, and at Clifton Hill, once known as Turnpike Lane, a turnpike stretched across it.

From Knoyle Street to the Canal is still open, but the angle north of Oareboro Road is now being prepared for great blocks of workmen's dwellings. The neighbourhood is cut up into odd-shaped sections of land by the many embankments and viaducts of the different railway lines. Knoyle Street leads to Cold Blow Farm, a once famous quarter of the market gardens, but now gradually hemmed in and spoiled, and all that remains of the homestead is some very tumble-down outbuildings surrounding a miserable house. The fields are still in cultivation, and to the south are allotments worked by the railwaymen. Under and across the network of railway lines Cold Blow Lane winds past patches of garden, often through deep mud, to the Monson Road, in which there is a large Board School. The streets are clean and most of the people are fairly well-to-do, but off Hatfield Street are some poor turnings. Hatcham Park Road is named after Hatcham House, which had in 1775 a park attached and "a moat well stocked with fish." This road follows the line of

the old Five Bells Lane, which was blocked by the railway. The cage stood near its eastern end at Turnpike Lane. All Saints Church, erected in 1869, is also on the grounds of Hatcham House.

New Cross Road is a wide, busy thoroughfare, partly shops, but with many terraces of good houses. Towards Queen's Road is a closely-built district with a Board School in Kender Street and the Hatcham School in Besson Street. Many of the streets contain poor people, and the alleys and smaller turnings shelter many more. Several small manufacturing concerns are located here, and in Pimeny Street is the large establishment of Eno's Fruit Salt Works. The Old Kent Road now

ONE OF THE STATELY HOUSES OF NEW CROSS IN 1805

The print is inscribed "Villa of John Rolls, Esq., New Cross, Kent Road."

commences, and on the north side, stretching from Hatfield Street to the railway, is the vast South-Eastern Fever and Smallpox Hospital. East of Canterbury Road, hemmed in by high embankments and cut through by the Canal, is a settlement of new clean streets full of working people. On the Canal banks there is still much open ground to be let for manufacturing purposes. Eastwards along the Canal, which still runs through open ground, one reaches Necker Bridge at Trundley's Road. This portion of Trundley's Road is as yet unpaved and in a very bad state owing to heavy traffic. Foundations are being prepared for houses, the soil being carted into the market gardens north of the Canal. At a depth of three feet very fine gravel is reached, all of which is used in building. Tar works and chemical factories lie farther east, with timber-yards, and nearer Blackhorse Bridge, at Lower

Road, are large corrugating works. Passing under the Greenwich Railway by Trundley's Road a new tavern replacing the old landmark, The Rose of Kent, stands facing gardens which are ready to be turned over to the builders.

This vicinity is rapidly being covered with houses, but the parish has saved a fine large space which has recently been opened to the public under the name of Deptford Park. The ground is mainly level grass, but it has been planted with trees and shrubs, and is a blessing to the people. To the north every available spot is being built on, and the houses are rented as quickly as they are finished. The Lower Road is well lined with good houses, all new on the western side, but on the eastern side are many old-fashioned cottages. At the Canal stand high stacks of firewood, a flourishing industry in poor neighbourhoods, and on a vacant spot adjoining is a large single gasometer. On the eastern side at Hopwick Street stands a Wesleyan Chapel with a Board School beyond, and behind these to Windmill Bridge are many small poverty-stricken streets. North of the railway line to the Docks there is still a large space planted with vegetables, flanked by tar and chemical works. Towards Trundley's Lane are also many factories, with some tidy little houses. West of Trundley's Lane is a large open diamond-shaped garden, completely environed with railways, in which is situated an animal charcoal factory. Beyond this again to the south of Corbett's Lane is a closely-packed angle full of small streets occupied by poor people. Most of these houses are tenanted by railwaymen, who find houses at low rents conveniently situated for their work. Recrossing Trundley's Lane at Bush Road the streets are of small houses, many of them old, but in the Lower Road the houses improve towards the Plough Road, where shops take their place.

CHAPTER XV

GREENWICH, CHARLTON, AND SHOOTER'S HILL

This borough gets its name from the Saxons, who named it "Grenwic," the green village—which might also imply "the village on the green"—and the town proper was formerly known as East Greenwich to distinguish it from West Greenwich, now called Deptford. The river frontage of the borough extends from the centre of the Victualling Yard, past the Foreign Cattle Market, the Royal Hospital, and Greenwich Marshes, to Charlton Pier adjoining the Royal Dockyard wall at Woolwich. Thickly populated in its western end, the south and eastern portions are still comparatively open; but since 1891, when the inhabitants numbered 78,131, these districts have been gradually opened up, and with the advent of the increased communication with the north side of the river through the Blackwall Tunnel, and the laying out of the marshes in building sites, the next census will show a great addition to these figures. Off Prince's Street is an open space laid out as a recreation-ground for the people, a portion of the old Sayes Court property and still in the hands of the Evelyn family. This was the site of the manor of the de Sayes which was granted by Geoffrey de Saye, with the advowson of the Church of St. Nicholas, to the Knights Templars in the twelfth century, but was afterwards exchanged for other land and returned to the family. When Greenwich was the favourite residence of the Court, the cattle for use were kept in the grounds of Sayes Court, and the property, after passing through many hands, was bought by John Evelyn in 1653. His stay there is told at length in his diary, and Pepys speaks of Sayes Court as "a most beautiful place, a lovely noble ground." Captain (Vice-Admiral) Benbow rented the property from Evelyn, and after his tenancy Peter the Great, Czar of Muscovy, resided here from January 30 to April 21, 1698, whilst working in the dockyard adjacent, to which he had access by an opening made in the boundary wall. Here the Czar amused himself by riding in a wheelbarrow through the holly hedges reared by Evelyn, and after his departure £150 was allowed as compensation for the damage done to the property by the imperial tenant and his "right nasty" court. In the Sayes Court grounds stands the old Deptford Workhouse, used for some years as an emigration depot, but since 1881 fitted up to

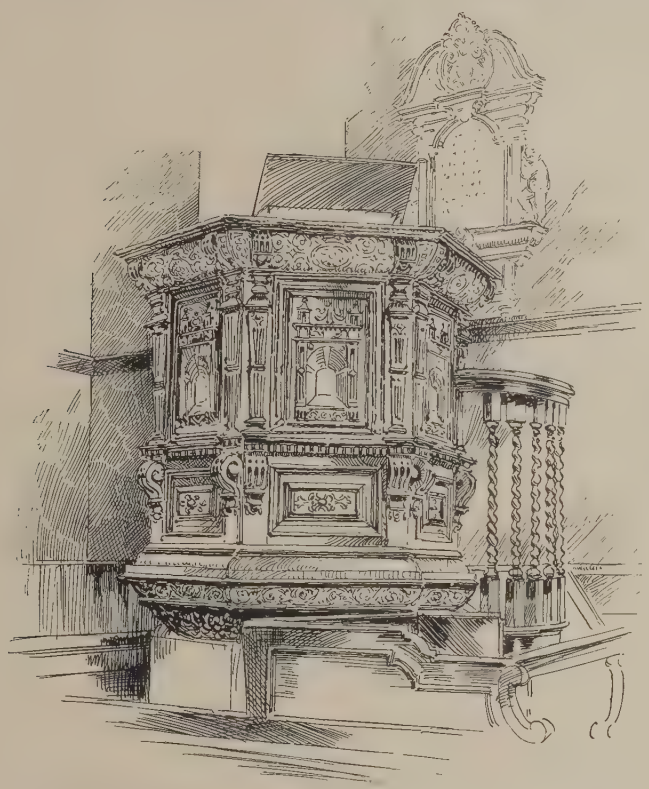
accommodate old residents and tenants on the Evelyn estates. To the north are the great buildings of the Foreign Cattle Market, covering the site of the old Deptford Dockyard which was begun by Henry VIII. in 1513. From that time down to its closing on March 31, 1869, when it was sold for £7000, it was constantly busy. The Corporation of London afterwards purchased some twenty-one acres for £94,640 for the site of the Foreign Cattle Market, which was opened for use on December 28, 1871. Since then the trade has been steadily growing, and alterations and improvements in the yards are being constantly made. In 1896, 222,939 animals were landed from the United States and Canada, and 272,992 from

AN OLD BUILDING IN THE GROUNDS OF SAYES COURT, DEPTFORD, WHICH BELONGED TO JOHN EVELYN

Argentina, all of which were slaughtered in the adjoining abattoirs. A large public-house in the market bears the name of the Czar of Muscovy as its sign, and in the lairs is a small board inscribed to the effect that the Czar worked in the dockyard as a shipwright. The eastern side of the market still contains many quaint old houses fronted by grass plots and shaded by fine trees.

This neighbourhood is poor, dirty, and full of narrow streets, but the London County Council are now actively engaged widening and pulling down parts of these. At the corner of High Street and Wellington Street the houses have been taken down, and between this street and Queen Street many large gaps have been made. The houses left are very old and wood is largely used in them. In Wellington Street is the additional churchyard of St. Nicholas, now laid out as a garden and

well patronised by the children, who swarm in the rookeries of The Rope Walk, The Stowage, The Orchard, and such turnings. The London County Council is busy altering this district and has much vacant land ready to build on. Armada Street, which has been entirely rebuilt with good workmen's dwellings, is a type of the future houses in this former slum. Hughes' Fields and the Green are mainly lined with picturesque old houses of a better class. There are many large wood-yards and engineering works, and at the southern end of the Green is the old



THE JACOBEAN PULPIT IN THE CHURCH OF ST. NICHOLAS, DEPTFORD

Drawn by Ernest Coffin. (*From the "Daily Chronicle."*)

parish school, standing in a corner of the churchyard of St. Nicholas. There are no records of the original church on this site, but that the church was in existence in the twelfth century is clearly proved by the grant of the advowson by the Countess Juliana de Vere to the religious order of Premonstratensians, or White Canons. The present building dates from 1697, and is a plain brick structure typical of the period. The tower, which is 67 feet high, probably dates from the latter half of the fourteenth century, and is in a dangerous condition from cracks in the walls and the general decay of the masonry. The remains of several of the Evelyn family lie in the vaults of the church, and the names on the monuments are almost all those of old dockyard

officials and naval heroes and their families. Christopher Marlowe, the Elizabethan dramatist, lies in the yard, according to local tradition opposite the door of the tower, but no stone marks the spot. He was stabbed in a brawl, his own dagger being turned against him. Under glass in the church is preserved a very fine carving representing Ezekiel's vision in the valley of dry bones, generally supposed to be the work of Grinling Gibbons and formerly over the door of the charnel-house in the churchyard. The gate-posts leading to the churchyard from the Stowage are surmounted by a skull and cross-bones cut in stone and apparently very old. East of the church stood a portion of the Trinity Almshouses, the Trinity House, and

THE CHURCH OF ST. NICHOLAS, DEPTFORD, AND THE SCHOOLROOM FROM THE GREEN
Drawn by Ernest Coffin.

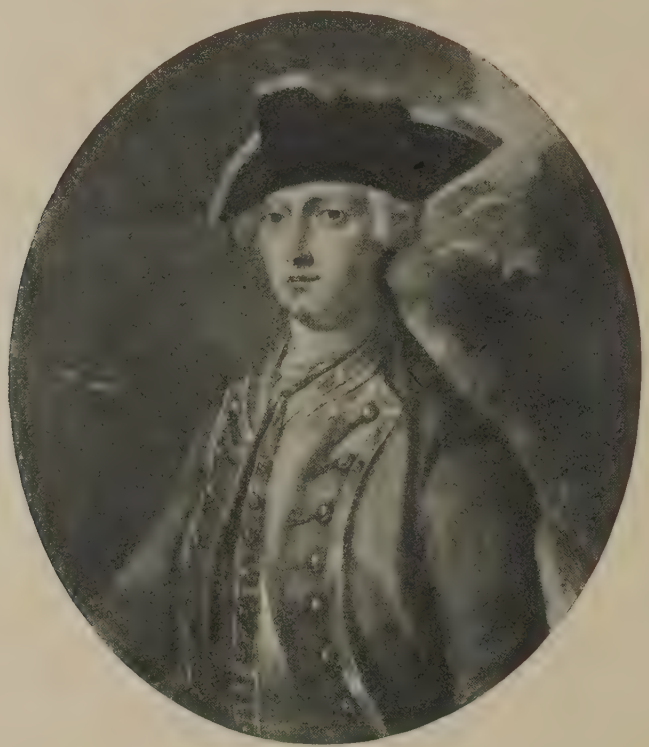
Hall. These were pulled down in 1786, and in 1788 were reconstructed with three additional houses on the site of the Hall, which had been rebuilt in Church Street. The ground was closed in 1877 and the twenty-four houses were let to private tenants, but were afterwards taken down. The site is still vacant and used as a cricket-field. The Stowage and the small streets off it are filled with poor people, and the houses are bad, but are gradually being rebuilt. Towards the river the ground is taken up with the yards of the General Steam Navigation Company, a vast electric supply works, and at the eastern end feed-mills and coal-yards. The General Steam Navigation Company dates from 1822 and is the pioneer English Steamship Company. Their yard and works cover the site of the old storerooms, rigging sheds, and sail lofts of the East India Company, from which the

street was originally called the "Storage" but gradually altered to the present "Stowage."

Deptford Creek is deep enough to float steamers of over 500 tons which bring cargoes of coal to the gas-works on the point of land on the eastern side of the mouth. The wharves are generally busy, and long lines of barges ply in the Creek as far as the Tide Mills at Deptford Bridge. It was here that Sir Francis Drake landed after his memorable voyage round the world. His ship, the *Golden Hind*, was visited on April 4, 1581, by Queen Elizabeth, who dined on board, and after dinner conferred the honour of knighthood on the Captain. A table constructed from the wood of the *Golden Hind* is preserved in the beautiful Elizabethan Hall of the Middle Temple. East of the Creek is Bridge Street, which reaches to Church Street. Towards the river, Thames Street and the smaller streets are clean but crowded, whilst to the south the district is very congested and the character of the people and the houses inferior. Norman Road, leading from Bridge Street to Greenwich Road, crosses the old "Church Fields," and following the Creek is lined with yards and wharves of all descriptions. A large sewage pumping station stands here on the southern outfall sewer, which empties into the Thames at Crossness. The eastern side of the road, north of the railway, is still mainly open land to Haddo Street, and between the railway and Straights Mouth is also open. In Randall's Place is a large new Board School and small new houses.

At the eastern end of Roan Street there is a ruinous building of the Grey Coat School, erected in 1808 and founded by John Roan in 1677. Facing is Alford Row, composed of small houses the name of which is carved on a stone "struck from the steeple of Greenwich Church, May 6, 1713." A narrow turning behind the church has the peculiar name of Straights Mouth, and in it stands the Greenwich National School for Girls, erected in 1814. The churchyard is cut in two by a narrow passage and the larger portion is laid out as a recreation-ground. There is a mortuary here, and among the monuments the most striking is that of the Pyke Buffar family, a tall weather-beaten arched brick pyramid. This is a mean and squalid neighbourhood with many beer-houses, cheap lodging-houses, and a poor class of small shops. The Parish Church of St. Alphege, Greenwich, abuts on Church Street and is named after Alphege the Archbishop of Canterbury, who, after the capture of Canterbury by the Danes in 1012, was taken by them to their camp at Greenwich and kept prisoner for seven months, ultimately meeting his death at their hands. The old church having become ruinous the present edifice was built, and consecrated on September 10, 1718. The decay of the old church is said to have been brought about by digging graves too near the foundations inside the church. In the church, among many naval heroes, lies the body of General James Wolfe, the conqueror of Quebec, who fell in the moment of victory. Church Street to the river is a busy market street with many old houses in it. Off it is Billingsgate, a landing-

place for the town, lined with hay stores, dilapidated houses, and crowded with the very poor. To the south of the church, London Street leads to the Greenwich Road. Both these roads are busy and full of shops, and in London Street is the Greenwich Theatre. Many old-fashioned small houses with heavy tiled roofs and dormer-windows still remain facing these roads, but are being quickly swept away. At the corner of South Street and the Greenwich Road is the "College of Queen Elizabeth," the gift of William Lambarde in 1576, and rebuilt by the Drapers Company in 1819. A row of additional cottages has been lately added in the yard



GENERAL JAMES WOLFE

Whose remains were buried in the Church of St. Alphege, Greenwich.

behind to accommodate more pensioners. On the north side of the road the old houses are marked in addition to their regular numbers "Blue Stile," a reminder of what this district formerly was. At the corner of Egerton Road are the Jubilee Almshouses, which owe their foundation to a subscription set on foot in commemoration of His Majesty King George III. having, on October 25, 1809, entered upon the fiftieth year of his reign. To the original four cottages, some seventeen more have been added from time to time by generous donors, forming quite a settlement. The Greenwich Station of the South-Eastern Railway was for long the terminus of the road, which was ultimately, after great opposition from the

Observatory authorities, carried under the Royal Naval School grounds in a tunnel and extended as the North Kent line. There are still many large houses with long gardens to them in this main road, but shops are appearing everywhere. At the corner of Devonshire Street is a square brick Congregational Church, erected in 1800, standing back in a trim little graveyard, and at Wellington Grove is the Miller Hospital and Royal Kentish Dispensary, instituted in 1783. Opposite are the large tramway stables of the local lines, with a fire-engine factory, and the tops of the large drying kilns of a distillery show above the stacks of timber in the Deptford Saw-mills. At the corner of Blackheath Road are the Greenwich divisional offices of the London School Board, a new building of red brick with the local police court and station adjoining. Facing this road is the head of Deptford Creek and many wharves and yards for stone, lime, and timber. Greenwich Road is paved and has double tram lines, but Blackheath Road is macadamised, and so far is without public conveyances. A channel of the Ravensbourne runs through large nursery gardens on part of the Kent Water-works property. South of Blackheath Road as far as Ravensbourne Terrace the steep slope of the hill is covered with small commonplace houses. Some of the lower streets are quite new and unfinished, but towards Lewisham Road are many small detached houses standing in large gardens. This main road is mainly residential, and carries a line of trams from Greenwich to Catford. On the east side as far as Blackheath Hill the small streets are packed in a deep little valley, formerly worked as chalk quarries. The sides of the hill are too steep to cultivate and are covered with trees and bushes. South Street runs downhill to London Street through a quiet, closely-built neighbourhood of clean streets and good houses. On the north side is St. Mark's Church and a Baptist Chapel, with John Penn's pretty little red-brick Gothic almshouses, built in 1884, opposite.

Blackheath Hill, with shops and old-fashioned houses at the foot, rises rapidly, and large houses set back and high up from the roadway line both sides. On the north side stands the red-brick, twin-towered Trinity Church with the church schools behind. Trees shade the roadway and high pavements of the hill, which is generally quiet and reposeful. Among the modern houses some are dated 1784. Beyond the top of the hill Blackheath is reached. To the north is Point Hill, and from this detached portion of the Heath the famous view of the river and Greenwich is obtained. Below are spread out serried rows of houses, and to the east is the Observatory with the towers of the Hospital shining by the river-side. The streets on the hill-side are very quiet and clean, and the people one meets are generally fairly well-to-do. Some of the small side streets are not quite so well kept and contain many small shops. The roads uphill are narrow and twisting and filled with small old-fashioned houses, with quiet little lanes leading from them. On Maidstone Hill stands the Blue Coat School for Girls, established in 1700. Royal Hill, Hyde

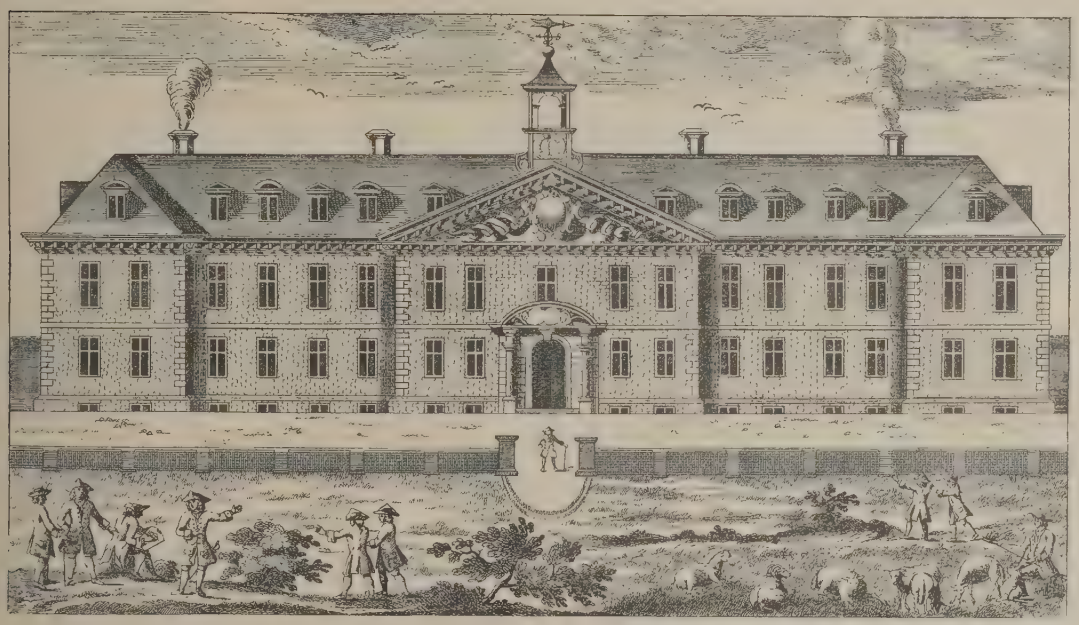
Vale, and Crooms Hill are full of the miserable rows of cottages built at the end of the last century, whilst larger houses of the same date are in the vicinity of the Circus.

Under "The Point" is a remarkable cavern, the farthest apartment of which extends below the hill for a distance of 150 feet. It was discovered in 1780 in laying the foundations of a house, and consists of four irregular apartments, in the farthest of which is a well of pure water 27 feet in depth. This place at some distant period may have been used as a hiding-place, possibly during the Saxon and Danish invasions, but nothing has been discovered to fix any definite period for the making of the cavern.

From the northern part of Blackheath, at the top of Hyde Vale, there is a very fine view over the river, and towards London and at the end of Chesterfield Walk there is a gate through the wall into Greenwich Park. The walk obtains its name from Philip, Earl of Chesterfield, who built the house known as "Ranger's Lodge," which was for several years the residence of the Duke of Connaught when he was a student at Woolwich. Shooter's Hill Road—the old Watling Street—crosses the Heath to the east. Charlton Road skirts the southern side of Greenwich Park, where the Heath has been denuded of furze, and gravel has been removed in great quantities. Facing Vanbrugh Park are more great pits where sand was dug, but vegetation is now covering up the deep holes, and furze and bushes grow luxuriantly.

The neighbourhood of St. John's Park, named from the fine church of St. John, is composed of wide streets with good houses, chiefly detached, standing in large gardens. Off the Old Dover Road, formerly known as the Back Lane, is a mass of small streets, full of small houses crowded together. On the site of the old Sun Fields is a poor district of small cottages, some of which date from 1839. New shops have sprung up to supply this populous neighbourhood, and building is going on in places. Beyond Shooter's Hill Road, well lined with large houses to Blackheath, is Kidbrook. The land south of Hervey Road, as far as the Eltham Road, is still open fields and market gardens. In Kidbrook Park is the Church of St. James, with a school and farm buildings at the angle of Kidbrook Park Road. This new road winds south through the fields, and land on both sides is to let. A newly-finished branch of the South-Eastern Railway with a station at Kidbrook runs at the foot of the slope; the embankment is punctuated with bridges, and there are portions of roads to be finished in the future. To the east all is open, and beyond the Brook and Herbert Hospitals rises Shooter's Hill with Sevendroog Castle showing from the summit. Much open ground still remains to the west towards Morden and Manor Park Roads, and a pathway past St. James's Church leads to Morden College through beautiful grounds. The buildings are of red brick and stone, forming a quadrangle, and comprise the lodgings of the inmates, dining-hall, and chapel. Over the entrance are statues of Sir John and Lady Morden, with a

shield emblazoned with the family arms. Sir John Morden, the founder, a wealthy Turkey merchant, erected this structure in the Great Stone Field, near his own mansion, in 1695. He placed in it twelve decayed merchants, and by his will devised his estate in trust to the Turkey Company, after the decease of Lady Morden, for the support of this college and the maintenance of poor, aged, and decayed merchants of England. Facing Morden College, in the south-east corner of Blackheath, is The Paragon, a semicircle of large houses built on the same lines as its namesake in the New Kent Road. From this St. German's Church is higher up the hill, and behind there are fields and large gardens. Morden Road leads downwards past very good



MORDEN COLLEGE, BLACKHEATH

The west front as it appeared in the eighteenth century.

residences into Blackheath Park. In this and Manor Way all the houses are of the best class, standing in large grounds, shaded by trees, with wide well-kept roads. All this part is private and is kept very free from objectionable traffic. The Church of St. Michael, with a very graceful stone spire, stands at the corner of Park Road. Manor Way crosses by a small bridge over the Kidbrook, which, after a short course from the west side of Shooter's Hill, falls into a pond behind Brooklands. South of Manor Park Road are fields, mostly used by athletic clubs, to the Eltham Road, and on the north is much open ground. Lee Road, from Lee Green, lined on both sides with good detached villas, climbs a hill, till at its junction with Lee Park a sudden dip leads through the busy shopping section of Tranquil Vale, past Blackheath Station, and so on to the Heath. At the corner of Blackheath Park is the

Conservatoire of Music and a hall erected in 1896. Past Montpelier Row and South Row with their lines of quiet houses, a path across the Heath leads to Vanbrugh Park. This and the streets behind are full of good houses. At the western end of the Park is a narrow lane which runs through Vanbrugh Fields under an arched gateway with a lodge on each side, presenting a curious contrast with the neighbouring houses, and leads to a large and curious structure built by Sir John Vanbrugh and locally known as the "Mince Pie House." It has bay windows running up the centre of each side from ground to roof, and has been empty for some time. "Vanbrugh Castle" is also a creation of Sir John Vanbrugh, who erected it about 1717. The buildings are overgrown with ivy and fast decaying; the gates are falling to pieces, and here and there parts of the battlemented walls are falling.

Westcombe Park Road winds round the brow of the hill to Westcombe Hill, which is part of an old manor called "Combe-West" in old MSS. Among the ancient archives of the town and chapter of Westminster this place is mentioned as at one time belonging to St. Peter's Abbey in Westminster. At one time Crown property, it afterwards belonged to the Lambarde family, and in 1554 William Lambarde, who succeeded to the estate, resided here. Besides being well known for the many learned books which he published, he founded Queen Elizabeth's College in Greenwich, and dying at West Combe was buried in the old church of Greenwich. After passing through many hands the land was purchased by the West Combe Park Estate Company; and has now been cut up into roads and building plots, and its history is no longer associated with great names. For many years this Park was a favourite place for school treats, but it is gradually being effaced. Most of the roads are open at their northern ends, with some fine trees still standing, but the builders are busy, and the open spaces are being covered with the flowing tide of monotonous villadom.

The view from the high ground over Greenwich is still very fine, and across the marshes the docks at North Woolwich are plainly seen, with Plaistow Marsh beyond. The ground in the direction of the river is much cut up by the narrow, deep valleys or "combes," from which the local districts received their names. The roads across these hollows require great quantities of material, but against this most of the foundations are made of concrete formed of the pebbles of the Blackheath and Oldhaven gravels which are so plentiful here, and with which the surfaces of the roads are also finished off. At Mycena Road the houses are much larger and finer, and stand in extensive grounds. To the north is still much open ground, and beyond very small houses continue downhill. Much land is to let, and numbers of old fruit trees show how the hill was formerly utilised. Facing Ruthven Road is a new red-brick church, and behind is Greenlace Road, full of good houses. At Westcombe Hill and in the streets to the east the houses suddenly become much smaller, and at the top of the hill a row of shops has appeared. At Siebert Road a

branch of the South-Eastern Railway, from Charlton to Blackheath, enters a tunnel which is continued near Kidbrook, and the approach to which, as far as the main line, is cultivated in allotments by the railwaymen. To the east the hill over the tunnel is still open railway land with much fine timber on it, but marked to be let on lease "for building purposes." Up towards Charlton Road the hill-side is being rapidly cut away by the constant quarrying for gravel and white sand which covers this whole slope. Both sides of Charlton Road are lined with villas, of the average suburban construction, showy, with high-sounding names, and tenants are generally forthcoming long before they are finished. On the north side many houses are being built, and the fields behind are being encroached upon. To the south is a group of small cheap streets west to Furzefield and Russell Road, and beyond these to Charlton House is almost all open, with a pair of large houses near Marlborough Lane. Adjoining the Rectory, the Rectory field has been laid out as an athletic ground with tracks, and a grand stand. On the north side are several mansions standing well back from the road in large grounds, and among them are East Combe, Little Combe, High Combe, and Springfield. Victoria Road runs downhill to the Woolwich Road and is comparatively new. There is still much vacant land off it, and the houses, large at the top, get smaller towards the foot of the slope. Between this road and Church Lane building is being rapidly pushed on, and the ground will soon be crowded, with the exception of one very deep "Combe," full of fine trees, east of Elliscombe Road. From Charlton Road runs Marlborough Lane south to Shooter's Hill Road, with the wall of Charlton House bounding it on the east for half the distance and through fields for the remainder. West to the lane is The Cherry Orchard, at one time the residence of Inigo Jones, and behind the wall on the east stretches the park of Charlton House, part of which is laid out as a golf-course, to the Park Lane and Cemetery.

Charlton House, the seat of Sir Spencer Maryon Maryon-Wilson, Bart., the lord of the manor, is a good example of the picturesque style of the period; it was probably built for Sir Adam Newton, tutor to Prince Henry, eldest son of James I., in 1607-1612, and is one of the best works of Inigo Jones, who lived close by. The house is of red brick with stone dressings and in plan follows the shape of the letter E; the principal front, of three stories, has a central projecting bay, the lower story of which forms an entrance porch. The interior comprises a great hall, chapel, state dining-room, saloon, and gallery. Some of these apartments have fine ceilings, and the main staircase of chestnut is very imposing. Adjoining the house is the village of Charlton, now almost completely modernised, and between this and the Church of St. Paul was the Fair field on which the world-renowned "Horn Fair" was formerly held. King John is locally credited with giving the charter for this Fair, which was abolished in 1768, but only finally suppressed in 1872. Originally a Fair for articles of horn, at last it had come to be an orgie and a nuisance.

The parish contains 1235 acres, and in 1891 the population was 11,742. St. Luke's Parish Church is of red brick and is the second Protestant church built after the Reformation. It was rebuilt in 1630 and contains many interesting memorials, several of which are to the owners of Charlton House since 1625, and among others is that of the Right Hon. Spencer Perceval, who was assassinated in the lobby of the House of Commons, on May 11, 1812. The church register dates from 1659.

Beyond St. Paul's Church, consecrated in 1867, is Hanging Wood Lane, which runs through the fields and the remainder of the Hanging Wood down towards Woolwich. In the wood on the brow of the hill overlooking the Thames are the remains of a Roman camp, and immediately below in what was once an immense chalk-pit is the beautiful Maryon Park, covering twelve acres. The pit has been completely metamorphised by skilful gardening, and the natural ruggedness has been carefully kept and brought into contrast with flower-beds and lawns. To the north of the village Charlton Lane runs through what is now New Charlton, but until lately consisted of little besides the enormous deserted excavations made in digging sand, gravel, and chalk. The old pits are gradually being built upon and rows of new streets are beginning to appear between this and Church Lane. In this latter lane, which is lined with good houses, are the almshouses belonging to the Dutch Church at Austin Friars. East from the village the road leads alongside the wall of Charlton House to the Cemetery, a pretty little plot of ground of some eight acres with two chapels on it. Below the Cemetery is Park Lane, which once skirted Charlton House into the Charlton Road, and was then known as the "Soldier's Mile"; but the road was diverted and closed up. Park Lane runs between open fields, and across them at Shooter's Hill Road can be seen the Brook and Herbert Hospitals. Woolwich Common adjoins, and past an enormous gravel-pit, now being filled in, is the remount depot, the shrapnel barracks with lines of new stables, the hut barracks, and the Royal Horse Infirmary, with stables beyond. Everywhere are groups of soldiers, all in different stages of training, and near the common mounted men are being actively drilled. Adjoining Charlton Cemetery is much vacant ground enclosed with hedge-rows, but at the Little Heath buildings have risen rapidly in recent years, and the fields towards Hanging Wood Lane will soon be covered. All vacant spaces available are being built upon and the class of house is of a very poor hurriedly-built type. The Repository wall skirts the Little Heath, and in the trees almost overhanging the road is a large colony of rooks.

Maryon Road winds downhill through rows of clean small houses tenanted by Woolwich Government workmen, and at Mount Street falls into the Woolwich Road. Towards Greenwich on the river-side are the marshes, gradually being drained and raised many feet above high-tide level, by the deposit of refuse from the Metropolis. Crowning the marshes is Anchor or Hope Lane—named from a small river-side inn—a muddy narrow causeway to the river-bank, to the west of which, plainly seen from

LONDON FROM GREENWICH PARK

From a lithograph published early in the nineteenth century.

the river, stood about 1835 a large three-armed gibbet on which were suspended the bodies of pirates, hanging in chains. Already a fringe of buildings has appeared on the raised ground, and before long the whole district will be covered. At Horn Lane a new road leads direct from the mouth of the Blackwall Tunnel, cutting across the old market gardens, which are still worked in patches. South of Woolwich Road is the South-Eastern Railway, which serves the district with Charlton Station at Church Lane and Westcombe Park Station. From the road to the railway are houses, closely packed, with short streets wherever there is an opportunity. There are two Board Schools off the main road, a Cemetery, and the great buildings of the Greenwich Union Workhouse. Opposite this Blackwall Lane has been repaved, straightened, and widened to the Tunnel, many old houses have been swept away, and on their site excellent London County Council dwellings erected. The main road is full of small poor shops, and though the district is comparatively new, the houses are badly kept and the people poor. On both sides of Trafalgar Road the streets are mean enough, but towards the river the population is denser and still poorer. At the junction of the old Woolwich Road stands Christchurch with schools behind. This was the old road before Trafalgar Road was cut through, and there are still many fine old houses in it. Facing Lower Park Street is the back entrance to the Trinity Hospital, the grounds of which reach almost to the river. This is Norfolk College, founded in 1613 by Henry, Earl of Northampton, and by him dedicated to the Holy Trinity. He endowed it with lands and revenues for the support of a warden and pensioners: twelve to be of this parish and eight of the parish of Shotesham in Norfolk. The management was entrusted to the Mercers Company. It is a brick structure forming a small quadrangle, with a clock tower and wooden lantern, surmounted by a vane and flagstaff. Over the entrance is the date 1616, a dedication in Latin, and a coat of arms. The chapel, which is 50 feet long by 26 feet broad, was consecrated on February 4, 1616/17, by the Bishop of Rochester, and it is a handsome monument to the founder.

The river-side is bounded by a low wall erected by the College in 1817, and off this lies a fleet of dirty fishing-boats and other craft. Some of them glean their harvest from the river-bed, dredging up all sorts of merchandise lost overboard, fishing up anchors and chains, and attending on divers. To the east is a large shipbreaker's yard with vessels alongside being stripped, and enormous stacks of iron plates piled on the wharves alongside. Adjoining is the Ballast Quay and a large railed-in space, facing the Harbour Master's Office. West of the Hospital in a narrow court is a nest of wooden houses, comprising an old inn and several boat-houses with their floats on the river, and the back rooms and the galleries opening into them. This is the headquarters of numerous rowing clubs, and all the space is full of rowing and racing boats, with many moored in the stream. The passage, which is very narrow, leads on to the Esplanade of Greenwich Hospital at the "Trafalgar," one of the old river inns

noted for the annual ministerial Whitebait Dinner. In the Old Road is a large Board School, with a vacant plot of ground adjacent, and opposite is a building of the Grey Coat School founded by Mr. John Roan in 1643. This is now given up, as the Board School has taken over the task of teaching these children, and two schools have been erected out of the funds of the Roan Charity, one for boys in East Street and one for girls in Devonshire Road. In lower East Street are Widow Smith's Almshouses, founded in 1865, and built of red brick with stone dressings and leaded windows. Off East Street are some filthy tenements, and near at hand are some disreputable alleys full of a very bad class. Trafalgar Road contains small shops, mainly of the cheaper class, and is a very busy thoroughfare. Creed Place leads to Maze Hill and the railway station, and off this is a large new Board School and an extensive athletic ground famous for its football matches. Park Place and Maze Hill are very quiet residential streets of good houses facing the Park wall. A few houses in the Park itself have their entrances from these streets.

Greenwich Park is a favourite resort of Londoners, for it contains 180 acres of high and healthy land. It is part of the grounds of the manor of Pleasaunce enclosed by Humphrey, Duke of Gloucester, in 1433. The situation is ideal for an open space and commands fine views of the surrounding country. On the site of Duke Humphrey's tower, afterwards rebuilt by Henry VIII., stands the Royal Observatory founded by Charles II. in 1675. Standing at a height of 154 feet above the Thames, it is a conspicuous object for miles around, and on the summit is placed the time-ball, which drops at one o'clock, enabling sea captains to verify their chronometers. Additions and alterations have been made in the last few years to the Observatory buildings, which now cover a large space of ground. The avenues are lined with magnificent elms, many of which in the principal avenues were planted in 1664. The Park is beautifully kept, and during the summer season a band plays on week-days and also on Sundays. At the Main Park Gate in King William Street stands the Church of St. Mary, which was erected at a cost of £11,000 and consecrated on June 25, 1825. It is built of Suffolk white brick with stone dressings, and has a tower and portico of Bath stone. The site was formerly part of the park enclosed in 1821, and covers a portion of the old Greenwich Fair grounds. Opposite is Nevada Street, full of small hotels and tea-gardens, and containing the Parthenon, a variety theatre. King William Street is also full of restaurants and tea-gardens, each with touts on the pavement who endeavour to get customers. The bill of fare is exactly the same in each instance, but lately prices have been cut below the "traditional ninepence," which included tea, shrimps, and bread and butter. The trade of these houses on Sundays and holidays is enormous, but the season is very short. Nelson Street is lined with large shops, and between this and Clarence Street is the Greenwich market, opened on March 26, 1831. Formerly a thriving business place, it has now almost ceased as a market, and contains shops selling a very different

class of goods to those for which it was erected. North of Clarence Street, at the water-side, are some very narrow turnings with quaint old houses, and facing the river, with its lawn and promenade, stands the Ship Inn, well known for its Whitebait Dinners. At this point is the Greenwich Steamboat Pier, and here an esplanade runs along the river-front of the Royal Hospital, facing which is an obelisk erected in memory of several officers who fell during the Indian Mutiny, and close by is a similar obelisk to the memory of Lieutenant Bellot, who lost his life in 1883 searching for Franklin.

The Royal Hospital was founded in 1694 by King William and Queen Mary

IN GREENWICH PARK ON WHIT-MONDAY
From a print published in 1802.

for the relief and support of seamen of the Royal Navy incapable of further service at sea. It was built by Sir Christopher Wren and is elevated on a terrace fronting the river about 865 feet in length. It consists of four quadrangular piles of buildings named after the sovereigns in whose reigns they were successively built, and are called respectively King Charles's, Queen Anne's, King William's, and Queen Mary's. In 1869 an Act of Parliament was passed, by virtue of which, the next year, Greenwich Hospital was no longer an asylum for seamen, although by a certain clause in the Act it is provided that in case of war it can be again available for its original use. In October 1873 the Hospital was again opened as a Naval College for the purpose of providing for the education of naval officers of all ranks above

midshipmen, in all branches of theoretical and scientific study bearing upon their profession. King Charles's and Queen Mary's buildings are occupied as the College, and Queen Anne's building has been converted into a Naval Museum and contains the relics of the Franklin expedition, and models of vessels from the earliest to those of the present day. King William's building, better known for its painted Hall, was erected originally for the dining-room of the pensioners. The Hall is now used as a Picture Gallery, and also contains relics of Nelson. The painting of this magnificent hall was executed by Sir James Thornhill, who commenced it in 1708 and completed it in 1727. He received for his work the sum of £6685, being paid at the rate of £3 per yard for the ceiling and £1 per yard for the walls! The chapel was destroyed by fire in 1779, but was rebuilt and reopened on September 20, 1879. It is in the Grecian style of architecture, is beautifully decorated, and contains upwards of one thousand sittings. To the west of King William's building is the two-story brick "Infirmary" for the old pensioners, now known as the "Seamen's Hospital," or "The Dreadnought." This hospital started in the *Grampus*, an old 50-gun line-of-battle ship, moored off Deptford Creek, in 1821, but from the increase of patients she was exchanged by the Lords of the Admiralty for the *Dreadnought*, an old three-decker. This vessel was moored off Greenwich, but in 1870 the patients were removed to their present quarters, and the old ship which had swung in the river for upwards of forty years disappeared. Facing Romney Road is the Royal Naval School, once the "Queen's House," commenced by Anne of Denmark and finished by Henrietta Maria in 1635. This is the nursery for the Royal Navy, and over one thousand boys are under instruction in seamanship, navigation, and other branches of naval knowledge, as well as practical instruction in cooking, tailoring, painting, carpentry, and other crafts. In the centre of the grounds stands a large-sized model ship, and on this the boys drill and receive instruction in the ropes and spars. West of the ground is the old cemetery of the Hospital, unused since 1869, full of graves and monuments, with a large one inscribed to the memory of 20,000 men buried here between 1749 and 1869.

THE FUNERAL OF LORD NELSON IN 1806

The procession of boats leaving Greenwich Hospital.

CHAPTER XVI

GREENWICH MARSHES

SOUTH . . . . . Felton Road, Greenwich, and Woolwich Lower Road to the Royal Dockyard wall.
NORTH AND WEST. The Thames.

THIS portion of Greenwich is now in its transition stage from an unknown region to one which is beginning to improve daily and with excellent prospects ahead. All this is attributable to the action of the London County Council in taking the district in hand, and with the Blackwall Tunnel as an operating base, laid out new roads, built new outlets to old ones, created beautiful model dwellings, re-graded streets, and prepared the district for the influx of traffic which will converge on the Tunnel, and save the now necessary journey of some twelve miles round by the Tower Bridge. The free ferry at Woolwich carries over a great many teams now, but there are restrictions as to the weight of loads.

The portion of East Greenwich adjacent to Felton Road is given over to residences of the workers in the district, and is, for the most part, composed of small streets, the houses being of two stories, divided as a rule among more than one family. Owing to the neighbourhood and the class of work the houses are not over cleanly kept. A Board School near by attends to the education of the children. At the end of Felton Road is the East Greenwich Pier with a few watermen's boats alongside, only a few plying now where not many years ago there were scores. There is a good paved walk from here along the bank of the river as far as the Tunnel, for the most part on the foreshore, although in places the encroachments of wharf owners throw the road out of line. Leaving the coal and ice wharf at the public pier, where a Norwegian steamer is unloading a cargo of great blocks of ice into the sheds, the path leads by the yards of the Imperial Stone Company, whose product is artificially prepared and made up into every variety of form, but chiefly into flagstones and drain pipes. At Maudesley, Sons & Field's Wharf are huge boilers for the navy, on trucks, ready to be slung into the holds of barges and taken down the river to the dockyard at Chatham. The pitch and tar works adjacent, with their open air manufacture and pungent odours, are very noticeable, whilst next to these is the yard and works of the Improved Wood Paving Company, who import the wood,

creosote it here in enormous cylinders, and prepare and lay it in the streets. Huge stacks of wood from foreign countries are here, seasoning and waiting their turn for the process. Alongside the wharf are barges full of new timber and others filled with old blocks which have been sent to the yard to be trimmed up and relaid, on cheaper contracts, upside down. There are linoleum, Portland cement, soap, coco-nut oil, and large telegraph works on the river-bank, and then an open space covered with a layer of peat from the adjoining Tunnel, used as a market garden. Great pumps are at work all the time draining the workings under the river-bed, and here at this side of the river are the head-quarters of the contractors. All the actual tunnelling was pushed from this side, and within a year it is hoped the Blackwall Tunnel will be open. Splendid roads have been built on this side of the river to take the traffic and divert it easily towards Woolwich or Greenwich. The cut from the actual tunnel up to the level is finished, and the work is being rapidly pushed from both ends. There are some three hundred men employed, and from the hazardous nature of the underground work the rules posted for their guidance and conduct are very stringent. The works at this end cover a great deal of ground, and with the pumping station, hoists, and machinery and material, impress the visitor with the magnitude of the undertaking. On the point beyond the Tunnel buildings are large chemical works, and a dry dock built on what is known as Bugsby's Marshes, which, with the reach of the same name in the Thames opposite, is so called from an old settler.

From Blackwall Point down to Woolwich there are very few buildings on the river-side, and nearly all the land between the river and Woolwich Road is given over to market gardens. Blakeley's Buildings and River Terrace are almost the only dwellings on the marsh. There is a block of houses south of the Blackwall Tunnel cut, between Ordnance Road and Blackwall Lane, with a few shops and public-houses, but they are of a very poor class, tenanted by the workers in the gas-works adjoining, and under the shadow of whose two enormous gasometers they live. These are vast works covering a great many acres, with wharfage on the Thames for their coal and other needs. Farther south in Blackwall Lane is a small Wesleyan Chapel and the temporary Church of St. Andrew, with a fine new Board School adjoining. In Marsh Lane the County Council have erected a block of very fine cottages, and owning a great deal of land near here, these are probably only the advance guard of more. The roads are beautifully laid out, wide and solid, with ample pavements and well lighted, with almost level gradients. This whole district has been laid out with reference to the future of the Tunnel and with most liberal allowance for growth in years to come. Across from these cottages is a new Mission Institute which has done excellent work. There are few shops, most of the marketing being done in the main Greenwich Road, though even there, with its situation and advantages, the shops are dingy and badly kept. At the junction of

Marsh Lane with Greenwich Road are small streets of low houses, the residences of the labourers and artisans of the vicinity.

The main road to Woolwich is narrow and winds apparently along what was originally the bank of the Thames before the dykes were built away out on the marshes. There is only a fringe of houses built along the edge of the road, all else being still under cultivation by market gardeners. The old Combe Farm was here, and from Combedale Road the London County Council has built a wide sweeping avenue across the fields to the Tunnel mouth. The many reiterations of the word Combe in this neighbourhood evidently point back to the time when the Danish fleet lay off Greenwich for three or four years, and the army encamped on the hills behind the town. From this camp of the Danes there are several places in this parish still called "Combes"—*comb* as well as *comp* in Saxon signifying a camp, for they used both words; the former was most likely the Saxon word, the latter Danish or corrupt Saxon.

A spur track from the South-Eastern Railway system leads to Augerstein's Wharf on the Thames and gives the Company a river outlet for goods. Crossing the footpath from Woolwich Road to the river through the market gardens leads to a twenty foot high bank, and scaling this one finds that it forms the edge or retaining wall of a reservoir of mud and dredgings, with garbage from the London streets. The walls are built very substantially and carefully embanked, and then the reservoirs are filled up. As they fill they drain off and dry solid, and the crops raised on them are wonderful. Besides this, the land, from being many feet below water-mark, is now high above it and commands a far better price. These works have filled in quite a long stretch of bank on both sides of the railway wharf and are busy all the time, several trains of small wagons running to and fro continually. Adjacent are big coal wharfs and machine shops, with floating coal derricks in the river to supply shipping afloat. A feature of the bank-side is the numerous yards of the ship-breakers busily employed taking old vessels to pieces. A solitary water-side public-house, with benches on the river-wall and boats to hire, stands at the top of Anchor and Hope Lane, near an old rope walk unused since the advent of machinery. The Greenwich Corporation have large work yards here for road material. At the top of Harden Manor Way is the landing wharf for the *Warspite* training-ship for boys for the mercantile marine, and here, facing Harrington Road, is the wonderful plant of Siemens Brothers, electrical engineers. East and West Streets and other small turnings supply houses for many of the workers near, though the majority live away from their work. The main Woolwich Road here is well banked up from the level of the river—in many cases being higher than the roofs of the low-lying houses—whilst on the upper side the mount and the site of the Roman camp tower about a hundred feet higher still. The view from here over the river is very fine, and from the tramway which connects Woolwich with Greenwich the panorama is excellent.

CHAPTER XVII

PUTNEY

The first mention made of Putney—styled "Putenhie" in the Conqueror's Domesday Book, and "Puttenheth" in all subsequent records—is in connection with the fishery and ferry which existed here at the time of the Conquest. In 1663 the fishery was held for the three best salmon caught in March, April, and May, but this rent was afterwards converted to a money value. At the sale of Sir Theodore Janssen's estates the fishery was let for £6 per annum. The rent was afterwards increased to £8, and a lease upon those terms expired in 1780. Since 1786 this fishery has been abandoned. Mention is also made that occasionally a porpoise was caught here, and, as a matter of fact, two watermen shot one at Putney comparatively recently; but it was confiscated, and the men fined for discharging fire-arms on the river. The ferry at the time of the Conquest yielded 20s. a year to the Lord of the Manor, and Putney appears at all times to have been a considerable thoroughfare, as it was formerly usual for persons travelling from London to the west of England to come this distance by water. In Elizabeth's reign it was ordered that watermen should pay a halfpenny for every stranger, and a farthing for every inhabitant of Putney, to the ferry-owner, or be fined 2s. 6d. By the year 1629 the Lord of the Manor was receiving 15s. per year for the ferry.

In 1726, the twelfth year of George I.'s reign, an Act of Parliament was passed for building a wooden bridge from Putney to Fulham, which was finished in the year 1729 at an expense of £23,975, and the ferry was bought up, those interested in it being paid proportionately. The drawings were made by the celebrated Mr. Cheselden, Surgeon of Chelsea Hospital. The bridge was 789 feet long and 24 feet wide, with openings for vessels to pass through, the largest of which, in the centre, was named Walpole's Lock, in honour of Sir Robert Walpole, who helped to procure the Act of Parliament to build the bridge. A toll of a halfpenny was charged foot-passengers, and on Sundays this was doubled, for the purpose of raising a fund of £62 a year, which was divided annually between the widows and children of poor watermen belonging to Putney and Fulham as a recompense to the fraternity, who were not allowed to ply on Sundays after the building of the bridge. This

bridge was purchased by the Corporation of London, and by them transferred to the Board of Works, who erected in the years 1884-1886 the present substantial stone bridge on the site formerly occupied by the aqueduct of the Chelsea Waterworks Company. The approaches on both sides have been greatly improved, and it is now toll-free.

The Parish Church of St. Mary, standing on the river-bank adjoining the bridge, was originally built as a chapel-of-ease to Wimbledon, but it is recorded that Archbishop Winchelsea held a public ordination in the former building as far back as 1302. The existing church, with the exception of the tower and the Ely Chapel, was built in 1836, when English architecture had reached its lowest ebb. The stone tower dates from about the middle of the fifteenth century. The church suffered greatly in the dreadful storm which happened in November 1703. Facing south on the tower is a sundial with the motto, "Time and tide stay for no man."

Pepys makes frequent mention of Putney and the church, and Evelyn also speaks of the village. This place maintained its suburban character until a few years ago, and it is not long since the High Street was represented as having one broad pavement lined with stately trees, and a kennel on either side, by means of which the road was watered in summer. From the bridge westward the river has been embanked and a promenade built and lined with seats, so that this has become a favourite spot on warm summer evenings. At the far end of this broad road are the boat-houses of the London, Thames, Leander, and other well-known clubs, mostly of brick, with dressing-rooms upstairs and wide balconies giving extensive views of the river. Boat-building and oar-making are also carried on here, as this is the head-quarters of London rowing, and noted for the Oxford and Cambridge Boat-race. The great race was first rowed at Henley in 1829, next from Westminster to Putney in 1836, and that course was adhered to until 1851, when that from Putney to Mortlake was adopted, and this, save on three occasions—in the years 1846, 1856, 1863—has since been the scene of the historic Inter-University struggle.

After leaving the High Street at the bridge end, the way to the river-bank is down what was formerly Windsor Street, but now known as part of the Lower Richmond Road; and here on the south side, covering the sites of River Terrace (now demolished) and River Street, stood "the Palace," so called from its having been frequently honoured by the presence of royalty. It is described as having been a spacious red-brick mansion in the Elizabethan style of architecture, forming three sides of a square, with one face overlooking the river, and possessed of extensive gardens and pleasure-grounds. It was built within a courtyard, and approached by iron gates. On the site had stood the ancient mansion of the Welbecks, erected by John Lacey, citizen and clothworker of London, in 1596. Queen Elizabeth honoured Lacey with her company more frequently than any of her subjects, and between the years 1579 and 1603 at least twelve or fourteen of her visits to this house at Putney

are recorded. The house is mentioned as the head-quarters of Fairfax in 1647. In that year, when Charles I. was at Hampton Court, all the Parliamentary Generals were at Putney. Cromwell was at Mr. Bonhunt's, the site of which is not known; Ireton at Mr. Campion's (a school in the occupation of the Rev. Mr. Adams when Lysons wrote); Fleetwood was at Mr. Martin's; and the other officers at neighbouring mansions, of which at that time there seem to have been many. Councils were held in the church, seated round the Communion table, and the officers afterwards listened to a sermon. Two days after the king escaped from Hampton the army quitted Putney, having been there some three months.

Facing the river near the Putney Steamboat Pier is a large hotel, the Star and Garter, for long a landmark at Putney, and recently rebuilt in all the splendour of red brick and gilding. Beyond this formerly stood a number of old houses—Clyde House, Riverside House, Thanet Lodge, Laburnum House, Windsor House, and Point House; these had tiled roofs and bay-windows, and formed a picturesque group. They have recently been replaced by flats, called Star and Garter, and University Mansions. In Spring Gardens was formerly a curious collection of the cottages of watermen and boatmen, but these have now vanished. The lane has been paved and the whole district altered.

West of this as far as the Common many alterations have taken place in the last few years, and now the market gardens and fields are covered with street after street of two-storied terrace houses stretching in straight lines from the Lower Richmond Road to the river. The same applies to the district between here and the Upper Richmond Road as far west as the London boundary at Northumberland Terrace. Gardens and orchards, until recent years, stood where now there are dull streets arranged as closely as possible.

Passing west, we come at length to the gateway of the Ranelagh Club at Barn Elms. From this entrance, with its large gates and porter's lodge, the private road runs over the Beverley Brook, and, swerving to the west, enters the park proper. This manor was given by Athelstane to the Canons of St. Paul's, and is still held by them. The mansion of Barn Elms was formerly in the possession of Sir Francis Walsingham, and here in 1589 he entertained Queen Elizabeth. Pepys and Evelyn both make mention of this place in their diaries, and it was the scene of the duel fought on January 16, 1678, between the Earl of Shrewsbury and the Duke of Buckingham. The meetings of the Kitcat Club were held in a room in the house specially built for the purpose by Jacob Tonson, the bookseller, who lived in a building formerly known as Queen Elizabeth's Dairy, and died there on November 25, 1735. At present Ranelagh rivals Hurlingham as a social outdoor club, and the merits of the respective grounds are a matter of opinion.

On the Lower Common, standing out by themselves, are two old houses, Elm Lodge and West Lodge, in big gardens sliced off the Common. The houses

THE CLUB-HOUSE AT RANELAGH

are fancifully painted, and half hidden behind a privet hedge and a row of elms. The Common to the south is bare of bushes, but to the north there are still big clumps of gorse and brambles, with many straggling trees between. Putney Cemetery is on the Common, and farther west that of Barnes is seen. At the beginning of the Mill Hill Road is an old cottage, the residence of the cattle gate-keeper, whose duty it was in former years to prevent the straying of animals from the parish of Barnes into that of Putney. The gate has been removed, but the place marks the London boundary, which follows the line of the big ditch due south across the Lower to the Upper Richmond Road.

On the south side of the Lower Common stand detached villa houses, and at the east end is the Church of All Saints, in the Early English style, erected in 1874, with schools close by. Hidden away behind the church is an old wooden farmhouse, the last of many that formerly dotted these fields.

Passing eastwards, the Upper Road leads to Charlwood Road, and across the railway bridge the new streets, Norroy and Chelverton Roads, have been made as far as the High Street through the grounds of Gordon House and The Lawn, an old house which stood next to the Spotted Horse. To the west short roads have been pushed out into the market gardens, and north, at the angle, stands the Quill Inn, behind which Quill Alley, a narrow paved passage skirting the backs of the houses, leads into a labyrinth of small streets set at all angles and of all degrees of respectability. There are many newly-built flats on either side of Quill Alley. Every foot of ground is taken up, and from the Coopers' Arms to Gardeners' Lane the district is compact with small houses and shops. In Walker's Place, a square of old houses, with gardens in front, under the shadow of an enormous brewery, was formerly a little wooden tumble-down inn known as the Coat and Badge. This has been rebuilt ; it was so called from the insignia of the actor Doggett's annual prize for Thames watermen. At the end of this lane stands an old hostelry, the Coopers' Arms, and in Gardeners' Lane was another, the Bull and Star, also rebuilt recently. Gardeners' Lane leads through a closely-built settlement to Worple Road, and here the last remnant of the market gardens is to be found.

In the High Street, which is fast altering its character, there are one or two old houses, but the greater number are modern. The Public Library, which is situated in Disraeli Road, leading off the High Street, was first established in 1887. It is only since 1899 that it has occupied its present building, which, with the site, was the gift of the late Sir George Newnes, Bart., M.P., and was opened by the late Lord Russell of Killowen, Lord Chief Justice of England.

To the east of the High Street the residential part of Putney is composed of new, clean streets, laid out on the market gardens and orchards that till recently occupied most of this district.

Fairfax House made way for the Montserrat Road at its High Street end ; and

another old residence, Grove House, said to have originally been a convent, and associated by tradition with the name of Oliver Cromwell, disappeared when the western end of Disraeli Road was made. The railway station adjoining occupies the site of some very old houses, and in the railway cutting the workmen came upon a sewer, in which were discovered some silver spoons of considerable age. A Baptist chapel in Werter Road, Oxford Congregational Chapel in Oxford Road, and Emanuel Church in the Upper Richmond Road, supply the religious needs of the neighbourhood.

Passing along Putney Bridge Road from the High Street, Brewhouse Lane runs north to the water-side. This lane was formerly one of the principal landings for ferry passengers to Putney, but to-day is almost deserted. An engraving of Fulham in 1738 by Preist is evidently taken from the steps, and shows the bridge and Fulham Church. From this landing a fine view is to be had of Putney Bridge upstream; and downstream is seen the ugly lattice girder bridge that carries the District Railway over from Fulham on its way to Wimbledon. A soap-boiler's establishment with several smaller yards makes the lane busy, but there are still a few small cottages—some very old—of a poor type, rented for the most part by labourers.

Passing on, the almshouses founded by Sir Abraham Dawes are on the south side. He was a farmer of the Customs, an eminent loyalist of the reign of Charles II., and one of the richest commoners of the time. Originally built for twelve almsmen and almswomen, they have been latterly occupied entirely by women. The north side of the road is here substantially built up, and Deodar, Florian, and Merivale Roads on the Cedars Estate are comparatively new. Two old houses, Cedar Lodge and Crest House, remain, with Park Lodge at the corner of Atney Road, newly fronted, but below the grade of the road. Beyond the railway arch at the bend of the road, which is here narrowed by an old house encroaching on the footpath, is a fine old mansion, Moulinere House.

Returning whence we came, we pass up the High Street and come to Putney Hill.

At the base of Putney Hill stands the conventional semi-detached villa called The Pines, where Swinburne, the most unconventional of poets, formerly lived. Where modern villas have risen stood Lime Grove, the seat of Lady St. Aubyn. This mansion derived its name from a grove of limes through which the road to the house formerly led; and it was here in 1737 that Edward Gibbon, the historian, was born. He was educated in Putney till his ninth year, when he was sent to a public school at Kingston. It was on Putney Hill that the following event occurred. When Cardinal Wolsey ceased to be the holder of the Great Seal of England, and, obeying the mandate of Henry VIII., quitted the Palace of Whitehall, he removed to his palace at Esher. Embarking at Whitehall Stairs, he went by water to

Putney and started up the hill, but was overtaken by one of the royal Chamberlains, Sir John Norris, who presented him with a ring as a token of a continuance of His Majesty's favour. Stow tells how Wolsey at once got off his mule unaided and, kneeling down in the dirt on both knees, held up his hands for joy at the King's most comfortable message.

Passing up the hill, a few new streets are being pushed into the fields, which are, however, still continuous to the westward, the limit of building being apparently reached for a time in that direction, and, after a short climb past houses with spacious grounds and drives, we come to Putney Heath near the Green Man, a quaint little road-house of the eighteenth century; close by it is the old cattle-pound.

The Heath, of some 400 acres, somewhat resembles that of Hampstead, and from the higher ground some excellent views are to be obtained, whilst the sandy hollows and surface are plentifully covered with heather, gorse, and brambles. On the northern side, facing the road which leads to Roehampton, are many good houses—among others, Grantham House, the residence of Lady Grantham; Ashburton House; Exeter House, occupied by the second Marquis of Exeter, who, divorced from his Marchioness, wooed and won for his bride a country girl under the guise of an artist; Gifford House, and Dover House, the seat originally of Lord Dover, afterwards of Lord Clifden, and now the residence of Mr. J. Pierpont Morgan. To the west of the heath lie Putney Park and Roehampton. Putney Park was styled Mortlake Park in old records. Charles I. granted the park to Sir Richard Weston, afterwards Earl of Portland, who erected a splendid mansion, which soon after his decease was sold, together with the park, to Sir Thomas Dawes, by whom it was again disposed of to Christina, Countess of Devonshire, whom Charles II. visited at this place with the Queen-mother and the Royal Family.

Putney Heath is divided by the Portsmouth Road, which starts at the Green Man and meets the Kingston Road at the foot of the hill in Putney Bottom, and facing this road are many fair-sized houses, as well as the reservoirs of the Chelsea Water Company, from which water is conveyed to the Middlesex side of the Thames by pipes beneath the roadway of Putney Bridge.

To the south of the reservoirs is a new house called Wildcroft, the residence of Sir George Newnes. It stands in the grounds of the old Fireproof House, lately pulled down. This house was erected in 1776 by David Hartley, son of the celebrated Dr. Hartley, to demonstrate the efficacy of his plan for securing buildings from fire. This plan consisted in thin sheets of iron and of copper being laid between floor and ceiling to prevent the ascent of heated air from the lower to the upper rooms. The lower part of this house was repeatedly set on fire in the presence, among others, of the King and Queen, the members of Parliament, the Lord Mayor, and the Aldermen. The House of Commons granted Hartley £2500 in aid of the expenses incurred, and the Corporation erected in the grounds an obelisk

—which can be plainly seen from the Kingston Road—recording the experiments of the grant.

The Heath was the scene of many duels, among others, in May 1652, Lord Chandos and Colonel Compton fought with fatal issue, Compton being killed. In May 1798, on a Sunday afternoon, William Pitt, the Prime Minister, who lived in the Bowling-Green House close by, fought a bloodless battle with William Tierney, M.P.; and in September 1809 an encounter took place between Lord Castlereagh and George Canning, when the latter was wounded in the thigh. This last duel was fought near the Admiralty semaphore erected in 1796, the site of which is indicated by the Telegraph Inn immediately behind Wildcroft. These semaphore stations were the only rapid means of communication at the time. Across the corner of the green from the inn is Bristol House, which owes its name to the Bristol family, who possessed it till a few years ago, and which was for some two years the residence of Mrs. Siddons. A part of the estate has been built on; many good residences have been erected.

West of Highlands is the historical Bowling-Green House, a low two-storied mansion painted white, with large windows, and the Pitt arms over the doorway. In this house, shaded by fine trees, with a beautiful prospect from the lawn, lived for some years William Pitt, the Prime Minister; and here, on June 23, 1806, he died. The house derives its name from the bowling-green formerly attached to it, and for more than sixty years (1690-1750) the most famous green in the neighbourhood of London. The house had large rooms for public breakfasts and assemblies, was a fashionable place of entertainment, and noted for "deep play." South of this Bowling-Green House is Scio, a charming residence, with beautiful lawns facing the main Kingston Road, in the Gothic style, and from here the flagstaff and windmill on Wimbledon Common are noticed. Close by stood the gallows where one of the last of the highwaymen—Jeremiah Abershaw—hung in chains in 1795, after suffering the penalty of the law on Kennington Common, then the place of execution for Surrey. Being crossed by a main road, this lonely neighbourhood was formerly much frequented by footpads and highwaymen. Aubrey mentions the gallows and adds that Roman urns were often found in the dry gravelly ground.

Putney Heath merges into Wimbledon Common, a fine expanse of 1000 acres of breezy upland. The head-quarters of the National Rifle Association till 1889 were in the Windmill, a picturesque landmark seen from far and near; but owing to increasing danger and the enormous crowds that flocked to the camp it was removed to Bisley in Surrey. The Windmill was formerly a favourite resort of duellists. Some distance from the windmill is Cæsar's Well, whose waters are said to possess medicinal properties. This common and Putney Heath were in the last century the scene of frequent reviews. George III. reviewed the Surrey volunteers here in 1799, as he had previously done the Guards in 1767; and Charles II., in 1684, also

reviewed his forces on the Heath. At the north-west corner of the Heath lies the village of Roehampton, snugly nestling in a valley, and consisting of a small cluster of houses. The centre of the village is at the angle of Roehampton Lane, where a drinking-fountain, a gift of Mr. Lyne-Stephens, stands in the road, with the Roman Catholic chapel of St. Joseph, approached through a lich-gate of carved oak. This chapel and rectory stand in the grounds of Manresa House, a Jesuit training college. To the north is a quaint old village inn, the Montague Arms, flanked by a row of old cottages. Ponsonby Road and Medfield Street are lined with small houses, for

WIMBLEDON COMMON AND THE WINDMILL

the most part new, very clean, and well kept. The parochial schools, in two buildings, for boys and girls, are in the Ponsonby Road on the hill-side, and between them is a handsome church with a fine spire, completed in 1899. In the High Street, lined with small shops for a short distance, stands on the north side, well back from the road, the King's Head Inn. Its wonderful sign-board displayed in the garden, its big old-fashioned bay-windows, curious low-ceilinged rooms, and weather-boarded sides, shaded by great elms, give it a very picturesque aspect. The gardens, with tables set out in little nooks, and the stables of the house across the yard, complete a picture of which few are to be found near London now. In this street is one of the buildings of St. Mary's Convent, a red-brick pile used as a laundry—one of the Roman Catholic conventual industries which are still closed to the Government inspector.

Returning to Roehampton Lane, and passing up the rise to the south, we come to Alton Road, which possesses good houses, and a little to the west Bessborough Road falls into it, and runs through a favourite residential district. Here the hollows made by gravel-digging on the edge of the Heath are being, in a measure, filled up with earth from the building going on near by, and opposite The Elms, on the brow of the Common, a peculiar tomb-like building is noticed. This is merely a spring-house covering the artesian well which supplies the drinking-fountain in the village. At Highwood, a solidly-built mansion, we come to the Portsmouth Road, and, after passing several villas, to Kingston Road at the foot of the hill. To the west side,

ROEHAMPTON HOUSE

Richmond Park stretches parallel with the road, the enclosing wall being so near the road that the houses have hardly any garden ; still, from here to the Robin Hood Gate there are many pretty villas, and at Beverley Brook a row of small houses has been erected close to the wall. On the east side of the road a new cemetery of the Putney Burial Board is under the shoulder of the hill, and beyond are fields stretching southward, running up to and meeting Wimbledon Common. In the hollow adjoining the main road is the Newlands Farmhouse to which these acres belong, and adjoining is the Halfway House, at one time an inn said to have been the favourite drinking-place of the highwayman Abershaw. Stag Lane leads to the Common, and farther on Beverley Brook is crossed, where a narrow strip of Wimbledon Common meets the high road. This stream runs through the Park, across Barnes Common into the

Thames, and by following it we pass cottages on the right, and may note the beautiful views to the east towards Wimbledon and Combe.

If we turn into Richmond Park through the Robin Hood Gate, so called from the roadside inn near, we come to one of the prettiest corners of the Park, from which roads diverge in all directions. On the rise to the west is White Lodge, at one time the residence of the Duke and Duchess of Teck, parents of Queen Mary; and bearing to the right we see the deer-paddock, with Silver Hill and the King's Farm Lodge. The area of the Park is a little over 2015 acres, and it was formed by Charles I. in the early years of his reign out of wood and waste land. The wall—eleven miles in

WIMBLEDON VILLA IN 1806

circumference—was built without consulting the owners and tenants of the houses and farms enclosed. In 1649 this park was given to the City of London in perpetuity, but was handed back again to Charles II. on his restoration. The Princess Amelia closed the public rights-of-way through the demesne, but in 1758 a decision of the courts renewed this privilege.

Leaving the Park on the right, we see Mount Clare, built in 1772 by George Clive, and named in honour of Claremont, the residence at Esher of his relative Lord Clive. On the west side of Priory Lane are three mansions, of which one, Clarence House, was for a time the residence of the Duke of Clarence, afterwards William IV. Clarence Lane skirts the grounds of Grove House, which was in the

reign of George IV. the residence of the celebrated danseuse, Mademoiselle Duvernay. The lane comes out into Roehampton Lane opposite Roehampton House, a fine red-brick building, with wings, erected in 1712. The ceiling of the saloon has a painting of the Banquet of the Gods by Sir James Thornhill, the father-in-law of Hogarth.

Southward, nearer to the Park, are Cedar Court and Downshire House, two fine old mansions, the latter for a time the residence of the Marchioness of Downshire, and now a training college for army and navy students. At a bend in the road, where it goes downhill, is a quaint old-fashioned house, The Cottage, curiously built. To the west the view is charming towards the Park. Holy Trinity Church, now closed, was built in the middle of the nineteenth century, but the original church was consecrated by Archbishop Laud.

A very fine cedar stands in the churchyard, and on the north is the large and costly mausoleum of the Stephens family. Farther north is the Roman Catholic Convent of the Sacred Heart, standing in Roehampton Park, a spacious Gothic edifice, and opposite is the Rookery, alongside of which runs a footpath through beautiful meadows past Putney House into Putney Park Lane. Towards Barnes, in Roehampton Lane, standing in wide grounds, are several family mansions, of which Lower Grove House, Subiaco Lodge, Ellenborough House, and Roehampton Lodge are some of the best known. The new polo club, which it is prophesied by its originators will outshine Hurlingham and Ranelagh, has its grounds between Priory and Roehampton Lanes at their northern ends.

Roehampton Lane runs into Upper Richmond Road at its junction with Lower Richmond Road. Barnes Common, one of the prettiest of the bits of wild land near London, is rather cut up by the railway. To the London boundary in the west, that is the Priests' Bridge over Beverley Brook, the road runs between hedges most of the way, but near the bridge are a few cottages and small shops. The so-called Manor House stands at the junction of the upper and lower roads, and wears an air of solidity, compared with its newer neighbours nearer town. It faces a small angle of lawn, backed by a hedge of rhododendrons, and is a plain, square, two-story dwelling with a porch, flanked by greenhouses; the walls are hidden behind ivy that climbs to the tiled roof. East of the Manor House there are many detached villa houses before Dyers' Lane, and opposite is Putney Park Avenue; there are fields before Putney Park Lane. Workmen digging here disclose the layers of fine sand and gravel which underlie all this district and give it such perfect surface drainage. A gate marked "Private" leads into Putney Park Lane, and passing south under an avenue of magnificent elms, with the remains of orchards and market gardens to the east and rolling fields to the west, we pass Putney Park House, and beyond a nurseryman's gardens see the Granard Presbyterian Church, a stone church with slated spire, standing at the corner of the footpath that leads across the fields and past orchards and market gardens to Howard's Lane. Westward from the church another footpath

leads through pleasant meadows, with beautiful views of the mansions that lie back from the roads, and comes out at the convent in Roehampton Lane. Towards Putney Heath a large house is seen — Granard Lodge in Putney Park Lane. Passing down the lane from the church and entering Howard's Lane we find a district of new houses to the north. To the south one row of small cottages, Upper Park Fields, juts out into the market gardens, which, with the fields behind, are still free from buildings. At the western end of Howard's Lane is a large tennis-ground belonging to a local club, while beyond is seen the advance of bricks and mortar towards the west. Carmalt Gardens leads into the Upper Richmond Road where all the houses are of a good style and size. At the corner of Gwendolen Avenue stands a Wesleyan Methodist Church with a square tower, and south a few houses flank it; but though all this land was lately open it is now built over. At the St. John's Road, buildings have rapidly risen, and the Church of St. John at the corner of Ravenna Road is now surrounded by a much-built neighbourhood. Cambalt Road is also new, with various types of houses, and behind this again is another avenue, Chartfield Road, filled with new houses, running through to Putney Hill. South of this rise the well-wooded grounds of the large houses on the hill, with fields to the westward.

And thus we take leave of Putney, one of the pleasantest of the London suburbs. The immense increase in the number of houses in late years testifies to its popularity; but there is still a great extent of open ground which cannot be destroyed; and with wood and water, common and hill, there will always be an element of freshness and openness in Putney not easily obtained so near London.

CHAPTER XVIII

WANDSWORTH (THE WESTERN PORTION)

NORTH . High Street, Wandsworth; West Hill; Richmond Road.
WEST . Putney Hill; South along Wimbledon Road to London County Council Boundary.
SOUTH . Boundary to River Wandle.
EAST . The Wandle to High Street.

HIGH STREET, Wandsworth, is a busy street of small shops running as far as West Hill, which continues on through Richmond Road to Putney, and beyond. Leaving South Street, the bridge over the Wandle—mentioned by Aubrey as "the sink of the country"—is passed with the Old Bull Inn on the north side, a curious old house built on the banks of the stream, and facing James's Yard with its block of old cottages standing back from the road. At the corner of Wandsworth Plain stands the Parish Church of All Saints, rebuilt in 1780, with its solid square brick tower dating from 1630, altered and improved in 1841—facts which are recorded on a tablet. Behind the church stood a mansion, said to have been the residence of Jane Shore (the mistress of Edward IV.), part of which house, in 1745, was used as the head-quarters of the Wandsworth Volunteers, a corps then raised to resist the rebellion of the Young Pretender, Charles Edward Stuart. It was disbanded in 1810, but the flags of the regiment are fortunately preserved in glass cases in the reading-room of the Public Library in West Hill. Facing the churchyard at the east end is a row of well-built old houses with a sundial on the centre dwelling dated 1723, and bearing the motto "Vigilate et orate," but the change in the character of the neighbourhood can be seen by the fine old mansion to the north of this being now a "Registered Lodging-House." On the south side of the High Street, hidden away behind the houses, there is a collection of yards and alleys of different degrees of poverty and dirt, many of the houses with little scraps of garden attached and all more or less ancient and weather-beaten. Some of the houses with their gardens originally faced towards the main road, but were subsequently built in by the shops. To go from the bustle of the street into these queer by-ways with their views over the valley of the Wandle and countrified air is a surprise. The principal entries are Field's Alley, Newton's Yard, and Dutch Yard. One of the best

remaining specimens of old houses is next door to the London and County Bank on the north side of High Street, with its timbered walls and overhanging eaves. Broomhill Road runs down through the fields and rises beyond the Aqueduct, to Merton Road. On the east and south a good view is obtained of the back of the old village of Wandsworth, now hidden from the High Street behind the shops. At the corner of Merton Road is Down Lodge Hall used for meetings, and opposite is the local police station. On past the old "George and Dragon" and the adjoining cottages, up West Hill are the large buildings belonging to the Convent of the Sacred Heart, used as a Roman Catholic Training College, and moved here a few years since from Roehampton. The original house, standing in beautiful grounds, has been enlarged, until now it has a capacity for seventy girls. Next to this property is the Wandsworth Free Library, established in Putney Lodge in 1885, to which has been added the spacious Longstaff Reading-Room, presented in 1887. The library contains a museum of local relics arranged in the rooms, and a good reference and lending department. At the corner of Santos Road is a large fire-engine house, and the new Roman Catholic Church of St. Thomas.

At the angle of West Hill Road and Upper Richmond Road is a small triangular green dividing the two main roads running to Kingston and Richmond, with a gymnasium facing it. Along West Hill, past Portinscale Road as far as Keswick Road, the main thoroughfare is built up with fine houses with good gardens, but from here on to Cutthroat Lane at Beaumont Road the property is open and now being built on here and there. At Keswick Road a new foot-bridge thrown across the railway will save a long journey round by the main road, and leads directly to Putney Hill. Here on Putney Hill from the Richmond Road to the Heath the ascent is studded on both sides with beautiful houses of different styles, each with a wide approach from the road, well laid-out gardens and large grounds. St. John's and Carlton Roads are also of a high-class residential order. Lytton Grove at the west end is as yet open, but new houses are dotting the meadows at the eastern extremity. This whole district to the railway is cut up with new roads, ballast heaps, and widely scattered houses in every stage of construction, and modern fences and country hedges are side by side.

Putney Heath begins at North House, the home of Lady Haye, and here is an old road-house, the "Green Man," facing the Pound and an angle of what was once part of the Heath, but now carefully boarded in and used as a garden. The Heath towards Roehampton is beautiful, with fine trees and a natural charm not found in commons nearer London. Facing the open as far as Tibbet's Corner are all large mansions, one particularly—"Oliva" at the Kingston Road—claiming attention for its beautiful architecture. Here scattered through the Princess and Victoria Roads, which are private, are hidden away scores of large and admirably designed houses, each standing far back from the road with small parks round them and shaded by

grand old trees. At the corner of Beaumont Road and West Hill is the stone church of Holy Trinity, a beautiful building with a spire. To the east is the Hospital for Incurables. This noble charity was first founded at Carshalton; it was then moved to Putney House, and later to its present position at Melrose Hall. A more charming site for a hospital could hardly have been selected. On the brow of a high hill with ample grounds running down and meeting those of the houses on the opposite slope, with a beautiful prospect everywhere, it is indeed a fitting house for such an institution. Southwards along the Park side are more fine houses looking out over the Heath, and behind them runs the Inner Park Road—a quiet suburban road of the better class—until next to "Belmont" the Wandsworth boundary at Green Lane is reached. This is really a green lane, and winds downhill between lovely meadows, the hedgerows alive with birds and a tiny stream coursing alongside, while north and south there are pleasant open fields with the rooks busy in the elms overhead.

Wimbledon Park Road is reached at the southern end of Victoria Road, and here to the south and east is a beautiful view,—the broad acres of Lake Farm, with the lake at the base of the hill leading up to Wimbledon Heights and the Church of St. Mary, and away to the east the Sydenham Hills, with the Crystal Palace bulking impressively on the horizon. Beyond Lake Farm are seen broad market gardens stretching behind Merton Road to the Wandle. On the west side the grounds of the houses in Albert Road slope down the hill, but at the corner of Chynsters Road there is a compact little market garden. Crossing the railway bridge to the north there are more open fields, through which, however, Sutherland Road has been prepared. A trace of the country is still seen here in Elm Cottage on the rise to the north of Augustus Road, a low, flat, rambling cottage, tenanted by a dairyman and surrounded by tumble-down outbuildings and pigsties, yet with the most expensively kept houses about it. All over this hill are scattered big detached houses, whilst to the north there is a beautifully wooded and watered valley, with the spire of Trinity Church and the Hospital for Incurables beyond.

Southfields Station has helped greatly to build up this neighbourhood, and being connected by way of Putney with the District Railway, brings the City within easy reach. There is a newly-started road on the east side of the station with a Board School in it—Replingham Road, which runs eastwards across this part of the Wimbledon Park estate to Merton Road and has little knots of dwellings on it. South of Replingham Road a few desultory dwellings scattered over wide spaces follow the laid-out lines of roads running towards Lake Farm; and to the east is Merton Road with a line of straggling villas skirting it and looking across market gardens and pastures to the Wandle, with Dunsford Farm standing in solitary fashion. Northwards from the Farm almost to High Street, Wandsworth, the land is open, save in places where small streets of small houses at cheap rents have been pushed into the

fields and gardens. The neighbourhood to Dunsford Cross, where Granville Road comes in, is dirty and chiefly inhabited by very poor people, for whose benefit rows of tiny shops are established. Longfield Street, Stunden Road, Cambourn Road, and Burr Road are all small dwelling streets, and farther north the Brathfield, Granville, and Coliston Roads are also small, but of a better style. In the middle of this neighbourhood is the Church of St. Barnabas, and a Board School with an excellent playground has a teeming population to educate. At Granville Road is erected the temporary iron church of St. Michael.

Southfields was named from the fields which stretched from here to Beaumont Road, but which are now being built over, the Smeaton and Longfield Roads being already pushed far across towards Wimbledon Park Road and others beginning to run parallel with them. From Granville Road north as far as West Hill the roads are all well built with small suburban houses for the most part detached with still some open plots in Melrose and Avenue Roads. The house line is broken by the hilly nature of the ground here, and the open roads are shaded with good trees, so this is a choice and pleasant residential district. The northern end of Merton Road runs into Buckhold Road, which connects with Wandsworth High Street. A foot-path across the fields leads over the Wandle at the Royal Paper Mills into South Street; and north of this path the Mapleton and Lambden Roads have been marked off across the open pasture, but as yet no building has been commenced. The aqueduct, carried across the valley on graceful red-brick arches, starts close to Down Lodge and disappears amongst the houses over the Wandle. Under the arches, Broomhill Road winds through the fields into Wandsworth town.

CHAPTER XIX

CLAPHAM, TOOTING, EARLSFIELD, WANDSWORTH, AND PART OF BATTERSEA

From Clapham Common, SOUTH through Lower Tooting to London Boundary (below Garratt Lane); WEST on Boundary to Earlsfield Station; NORTH on Garratt Lane and South Street to High Street, Wandsworth; EAST up St. John's Hill, East Hill, Battersea Rise; and the NORTH side of Clapham Common to starting-point at "The Plough."

CLAPHAM COMMON, with its 220 acres of healthy open ground high above the river-level, has been the principal factor in the wonderful spread of the surrounding neighbourhood. The Common as it stands to-day is beautifully kept; trees and grass alike are protected, but the gorge is steadily disappearing, the last of it being at the Nightingale Lane side, where are also some of the finest trees, many of which are said to have been brought from abroad and planted by Captain Cook the great navigator, whose wife passed her last years in the High Street of Clapham.

The ponds on the Common are mainly the result of gravel-digging, the Mount Pond being originally a pit from which the material was taken to form the turnpike from Tooting to London. The Long Pond was made by a lord of the manor for boating purposes, and was furnished with summer and boat houses enclosed by a hedge. The Round Pond near the church was formed at the building of that edifice by taking the soil to raise the ground round it. Formerly the Common was over-run with vermin, and there are entries in the parish records showing the amounts paid between the years 1718 and 1732 for killing hedgehogs and polecats. Another trouble was the constant bickering between Clapham and Battersea as to jurisdiction over the western portion of the Common, but this was finally arranged. The annual Fair was put a stop to in 1781.

The only thing that mars the beauty of the Common to-day is the collection of staring red-brick houses near the Windmill Inn Pond. Another small collection of wooden cottages is known as the Rookery, the lease of which runs out shortly, when it is hoped the site will be again thrown into the Common area. Clapham owes a debt of gratitude to Christopher Baldwin, who in 1760 found the Common a morass with impassable roads, and by his perseverance put it into first-rate order.

The earliest mention of Clapham occurs in the register of Chertsey Abbey,

where it is stated that in the time of King Alfred a Saxon named Ælfrid gave thirty hides of land "in Clappeham to his wife Werburgha." In the eleventh century Clapham was perhaps the seat of Osgod Clapa, a Danish nobleman, at the marriage feast of whose daughter Hardicanute, king of England, fell senseless to the ground in a fit of intoxication and expired soon afterwards. This event is stated to have occurred at Lambeth, which district appears to have anciently included the land now constituting the parish of Clapham. Roman antiquities were found in a field on Hewer's estate at the beginning of last century by workmen, and at other places stone implements and weapons have been dug up. The Thames in prehistoric times spread out into an extensive lake which covered the low-lying grounds now forming part of Battersea. In the British Museum are several small cakes of tin which were found in this part of the river, and, insignificant as they appear, they deserve especial mention, for they carry the Christian monogram—the earliest mark of faith, so conspicuous in the Roman catacombs. They bear also the name of Sygerius—the name of the minister of the Emperor Valentinian—so that Christianity existed in or near Clapham in the fourth century.

Coming to more modern times, this place is famous as the home of the "Clapham Sect," which comprised the leaders of the Evangelical party, mostly Churchmen, but with a sprinkling of Nonconformists, and numbered amongst them such men as Wilberforce, Pepperel, Macaulay, Thornton, and Stephen, who met at Lord Teignmouth's house at the corner of the Common where the Redemptorist College and Monastery is now—the house where the Bible Society was founded.

Lord Macaulay's early years were spent at Clapham, his father, Zachary Macaulay, living at No. 5 The Pavement—which still stands, but with a shop added in front. Going south towards Tooting, at the corner of the Cavendish Road is the house where Henry Cavendish, the eccentric philosopher, who has been justly styled "the Newton of Chemistry," lived, and it was here he made his famous experiment of determining the earth's density.

This side of the Common has unfortunately been built upon more than the rest, several new rows of houses taking the place of the older buildings with their ample grounds and space. At Holly Grove the stream of children marks the Board School, which is in the Grove and serves a neighbourhood of closely-packed streets made up of small houses. From the Temperley Road to the Oldridge Road is a similar class of dwellings, with the attendant small shopkeeper. Nearer Nightingale Lane, however, the style is far better, and in the Lane itself, from the corner of the Bolingbroke Road to Clapham Common, with the inevitable exception of shops at Ramsden Road, the buildings are of a much better class. Behind these houses to the south all is open fields as far as the railway line, with Nightingale Cottage, a small old-fashioned house, at the Common corner where the roadway leads through the trees and park to "Fernside," which stands alone in the fields facing a

detached portion of Wandsworth Common. At the railway station west of the Cottage, building has been started on the Wexford Road. Passing the station over the bridge, the St. James's Road, lined up with good houses, passes the big block of the St. James's Industrial School standing in large grounds, and at Upper Tooting Park meets the Trinity Road, and through a closely built section with rows of shops falls into the Balham Road.

Behind the Industrial School the Balham Park Road, of large and small houses,

LORD MACAULAY

Whose boyhood was spent at Clapham.

crosses the Boundaries Road and joins the main road. Starting in a poor neighbourhood at Chestnut Grove, the Boundaries Road—so called from the house where the parish lines of Wandsworth and Battersea meet—improves, and at the western end runs through fields into Tooting Park. This estate is all for sale, so that before long the fields that now run as far south as the Marius Road will have disappeared. At the eastern end of this road are the vast stables of the London Tramways Company and the car sheds.

To the south, Upper Tooting Park, with St. Joseph's College and the West Nicholas Road, is composed of good houses in ample grounds, with Trinity Church

at the corner of the latter and Trinity Road. From Balham Station the main road is made up of good houses, with St. Mary's Church and schools and the red-brick Congregational Chapel on the west side, and a sprinkling of stores at Trinity Road. Going west by Trinity Road as far as Burntwood Lane and south to Beechcroft Road is for the most part all new with open ground west of the Brodrick Road. South of the Beechcroft Road the vast buildings of the Middlesex County Lunatic Asylum, erected in 1840 at a cost of £36,000, with a new wing in process of building, stand out boldly in the beautiful open fields that stretch south to Garratt Lane. Patients, of whom there are over 1200, with 200 attendants, are seen everywhere at work, and the large farm attached is entirely carried on by them. Burntwood Lane is still a pretty rural way downhill to Garratt Green with fields on both sides. On the west side of the lane stand "The Lodge" and "Grange" in beautiful grounds; but the land is all in the market, so they will soon be hemmed in by rows of villas and disappear.

From Upper Tooting, High Street, Tooting, drops downhill past a few old houses into the village of Lower Tooting. The tramway terminus here, with its threepenny fare to London, calls to mind the fact that only a few years ago the daily trips of the coaches from Clapham Common to London averaged about five return journeys, whilst now the service from here is a five-minute one from early till late. The busy High Street leads into the narrow and dirty Merton Road and a very poor neighbourhood. The Grove is a flat, low-lying district full of small houses of the poorer class with costermongers' barrows, tumble-down cottages, and poverty hidden behind the small streets. And immediately to the west, with the Lambeth Cemetery as a southern boundary, the Metropolitan Asylums Board has laid out an enormous fever hospital, a temporary depot and hospital being built on the site, which runs almost to the Fountain Road on the west. South of the Cemetery, brickfields are busy, the traffic from them over the roads of the district producing great quantities of mud. The Fountain Road north from the Cemetery gate faces market gardens, the east side only being built up with cottages.

In the gravel-pits at the corner of this road and Garratt Lane some valuable prehistoric remains have been discovered. They include stone implements, mammoths' teeth, fragments of tusks, and the fireplaces, ashes, and charcoal of the early dwellers, with the oyster-shells left after their feasts. These excavations are gradually being filled up and built upon. The Defoe Road meets the lane here and is all built up with small cottages, packed as closely as possible, with the Selkirk and Hereward Roads to the north on the same lines. The Defoe and Selkirk Roads are so named after the author of *Robinson Crusoe*, who lived for a time in Tooting. South of Garratt Lane, with its dingy hedgerows, the ground is open to the Fever Hospital. Passing west through Garratt Lane at the Fountain Road, all to the north is open fields with the Lunatic Asylum on the crest of the

hill, and to the south round Bett's Farm are market gardens. Opposite the Smallwood Road is the New Streatham Cemetery of 23⅓ acres very well laid out, and with at present only a sprinkling of white graves. There are two stone chapels for adherents of the Church of England and for Nonconformists, and imposing entrance gates.

The St. Clement Danes' Almshouses, on the south side of the road, are handsome buildings in well-kept grounds, and immediately beyond is Summers Town, a clean little collection of new streets. The angle of the road here is taken up with gardens, and at the west end is the Vicarage with the temporary iron church of St. Mary, which stands adjacent to the vacant site of the old church. North of the church the Aboyne Road leads through a quite new settlement of small cottages to Garratt Green, a small open space reserved as a common. At the north-east corner of the Green, hidden away in the trees, is the Springfield Farm—part of the big Asylum seen on the hill behind, and dotted over the grounds—which consist of some 96 acres—the inmates are seen busily engaged at work. The south side of the Green is studded with many good houses. Across the Burntwood Lane stands the Garratt Farm, its broad fields reaching to the Magdalen Road. Behind Althorpe Road is the site of the old running grounds, now marked by the ivy-covered gates. The western side is composed mainly of small houses in small streets running through to the Wandle.

Towards Wandsworth behind the new School Board building all is open, for the most part market gardens, with the nucleus of the village of Garratt facing the Board School and clustering round the Leather Bottle Inn, which still clings to quoits and tea-gardens. The village is mostly made up of very poor tenements, kept in a bad state, the homes of a population principally engaged in hawking. This hamlet was formerly notorious for its mock election of a mayor upon the meeting of every new parliament. The candidates were generally half-idiotic and deformed persons who were urged forward and furnished with gaudy clothing and gay equipage by the publicans, who made a good harvest of the day's frolic. This once popular scene of confusion and riot gave rise to Foote's amusing farce entitled "The Mayor of Garratt." The last Garratt election was in the year 1796, and the sword of office is now in the Public Library. Its most celebrated members (who were mock knights as well as mayors) were Sir Geoffrey Dunstan, a hawker of old wigs, and Sir Harry Dimsdale, a muffin-crier, of both of whom there are portraits. The origin of this ceremony was in a club composed of the inhabitants of this district to resist encroachments on that part of Wandsworth Common abutting on Garratt. The president of the club was styled "The Mayor of Garratt," and gaining their first successful case at the time of a general election the ceremony was kept up at the same time annually.

According to the records of the Manor of Dunsford, which formerly belonged to

Merton Abbey, this hamlet originally consisted of a simple house named "The Garrett," which belonged to William Cecil—Lord Burleigh—was afterwards the residence of the Brodrick family, and was pulled down about the middle of last century. Towards Earlsfield Station on the east side is the Parish Church of St. Andrew, Earlsfield, unfinished, with the rectory adjoining and standing alone in the fields, but with a rapidly growing district springing up near by, for though the Lane at the railroad and westward to the river is well covered, yet houses are still going up. To the north, parallel with the railway, the Magdalen Road slope ascends with fields on both sides to the Trinity Road; and at the top is the Wandsworth Jail or House of Correction, which covers 26½ acres, with separate cell accommodation for 1101 prisoners. It was built in 1851 at a cost of £136,300 for mixed prisoners, but is now used only for males. This prison has a famous well which penetrates 126 feet through the chalk and attains a depth of 483 feet.

Adjoining the Jail is Wandsworth New Cemetery of 12 acres, fronting on the Magdalen Road, a name derived from Magdalen College, Oxford, which owns the estate. Earlsfield, with its convenient railway station named from the estate on which it stands, is a busy thriving place, and the Earlsfield Road running north to Wandsworth Common is lined with good residences. In this neighbourhood there are paper mills, a firework factory, calico printing works, and artificial manure works which make life unpleasant where the South-Western Railway crosses the Wandle. Garratt Lane at Duntshill runs through a poor class of dwellings, mainly small cottages occupied by labourers and bird-catchers, with small shops and beer-houses. Here to the east, new roads with high-sounding names are cropping up, pushing in at any angle so as to cover the ground, and hemming in a nursery garden in their haste. To the west in the fields are some mysterious buildings given over to horse-slaughtering, with cottages to the river-bank. The lane runs on with hedges on the east side, over which looms the great branch Workhouse for Wandsworth, built in 1885 and covering 10 acres of ground. Beyond these buildings the new houses and streets rise in straight rows to the brow of the hill at Earlsfield Road and spread east and west out of sight, all brand-new and all of the same style, materials, and monotonous appearance. Here in Garratt Lane is a miserable and squalid district—in strong contrast to the hill-side. The small streets are dirty and poverty-stricken, and the dwellers in them are below the average of the labouring types.

Facing the Swaffield Road is one of the two Wandle Houses—a little old-fashioned place—now used as a Girls' Home; and farther on comes the Wandle House owned by the proprietor of the big Royal Paper Mills adjoining, and standing in beautiful grounds. Opposite, south of Allfarthing Lane—named from the Manor of Allfarthing—is still open fields, and passing on uphill Allfarthing Lane leads through a compactly-built residential district on to Wandsworth Common. In the

Grove close by is the odd-looking Church of St. Anne on the hill of the same name, built in 1823, from the design of Sir Robert Smirke—the architect of the National Gallery—in the style of a Grecian temple with an Ionic portico and pediment at the west end. The tower also is very conspicuous and of peculiar form, having been likened to an old-fashioned pepper-box. All the brow of the hill here east to Wandsworth Common and south to the Earlsfield Road is built upon, and standing high on a gravelly soil forms a very healthy suburban district.

Down Ironmill Road is Ironmill Place—so called from the old foundry that stood here—and beyond is South Street. This street still resembles a country lane, with the Wandle close at hand, taking its narrow and twisting course past old-fashioned cottages badly kept. Where the railway arch crosses the street is an old-fashioned lath-and-plaster house, falling to pieces, but for sale with 4 acres of land, and here again the road narrows and the cottages are poor, with a little graveyard hidden away behind them and a genuine village smithy in full blast in an old timber building alongside, facing a big busy flour-mill. The County Court is here with a few old, solidly-built, square buildings opposite; and then the High Street of Wandsworth is reached with the ancient Eagle Tavern at the corner flanked by more old houses. Opposite is the Town Hall, erected in 1881, and containing a large hall, and smaller ones for vestry and other meetings.

Wandsworth is a very old settlement, and derives its name from the Wandle and the Anglo-Saxon *worth*, signifying a village or a shore. This river has been the chief cause of the town's growth, as many mills and industries were established on its banks and gradually built up the place. Izaak Walton speaks well of it in his *Compleat Angler* for its "fishful qualities," especially on account of its trout. A peculiarity of the stream is that it never freezes over in the severest weather. Queen Elizabeth caused the bridge in the High Street to be built in 1602—as appears from a minute in the churchwardens' accounts, which begin in 1590. It was widened and in a great measure rebuilt in 1757, and finally gave way to the present structure in 1820. Entries in these parish accounts show that in 1607 there was "paid the ringers" for ringing that day our King, with the King of Denmark, came through the town—"Twelvepence." Another entry shows that in 1619 the ringers were paid four shillings "when the Queen's Majesty dined in the town." It was here that a deputation of some 400 persons on behalf of the citizens of London met King Richard II. on his way from Sheen, and implored his pardon and a renewal of their civic privileges which had been suspended by royal command. In religious matters, Wandsworth was at one time conspicuous, for in July 1539 the vicar, Griffith Clerke, his curate, and Friar Maire and a servant were all hanged and quartered—most probably for denying the King's supremacy, though Stow, who mentions the fact, professes himself ignorant of the cause of their execution. In 1570 the first congregation of Dissenters was established at Wandsworth, and the first presbytery of

LONDON FROM WANDSWORTH HILL IN 1779

From an engraving by Boydell.

the United Kingdom was formed in 1572 by various ministers of the Metropolis, who, separating from the Established Church, started their organization here with a secret meeting; so the town can boast of being the spot where the first regular house of prayer was erected by Protestant Dissenters in England.

Towards the end of the seventeenth century many Huguenot refugees came here, and settling down engaged in the manufacture of silk and other fabrics. They also had their own place of worship, afterwards used by the Presbyterians, and behind the office of the Board of Works on the East Hill is a burial-ground still known as the Huguenot Cemetery. There are not many monuments left in it, and these are scarcely decipherable and slowly crumbling away. The Society of Friends also had a meeting-house in the High Street, and behind this the burial-ground given by John Stringer in 1697 can be seen with a few graves in it. John Wesley often preached in the old Methodist Chapel, and in 1790, shortly before his death, he wrote; "I preached once more in *poor* Wandsworth." Aubrey in his *History of Wandsworth*, speaks of the manufacture of brass plates for kettles, skellets, and frying-pans by Dutchmen who kept it a mystery. The buildings were long afterwards known as the "Frying-Pan Houses." The church registers, dating back to 1603, furnish many interesting facts. From them it appears that the plague was particularly fatal at Wandsworth, and enumerates the deaths in the bad years. In 1603, 100 died; in 1665, the great year, 245; and in 1666, 99 succumbed; while 1643 is also spoken of as a bad year. From these records we find that Sarah, the daughter of Praise Barbone, was buried April 13, 1635. It is probable that this was the celebrated Puritan, commonly called "Praise-God Barebones," a distinguished member of the Parliament which took its name from him. He was a leather-seller in Fleet Street.

A great many noted people have lived in this village, among whom are Francis Grose, the antiquary, whose house was Mulberry Cottage on the Common; Charles Dibdin, who lived at The Cedars, between Wandsworth Bridge Road and Jews' Row; Voltaire, who, leaving France after his second imprisonment in the Bastille, lived here for a time; Dr. John Jebb, Bishop of Limerick, who died at West Hall in 1833; and George Eliot, who resided for many years at Holly Lodge, Southfields.

Wandsworth occupies a foremost place in our railway annals, for here was made the commencement of our modern railways. The Surrey Iron Tramway was laid down in 1801 from Wandsworth to Croydon, and thence to Merstham—in all, about eighteen miles. The line—which was called by abbreviation a "tramway" from its designer, Benjamin Outram—was formed in order to carry to the water-side the chalk dug out of the sides of the Surrey hills about Epsom. On this railroad there worked as a young man Sir Edward Banks, the builder of Waterloo, Southwark, and London Bridges.

Some idea of the growth of this parish may be gained from the fact that in 1790 there were only 4554 inhabitants living in 690 houses, whereas the census of 1891 gives the population as 156,931, and it still grows. Passing up the East Hill from the High Street many old houses are noticed; but the new shops and modern buildings are rapidly ousting them, and before long the old places with their tiled roofs, small windows, and severe style of architecture, will be gone. There are still some samples left like The Elms, Lancaster Lodge, Wandsworth House, The Huguenots, and The Gables on the Common. On this East Hill stood the Manor House, demolished in 1891. It was a fine old mansion of the Queen Anne period, rich in oak carving and painting, with a very handsome main staircase. At the top of the hill the Common is met, and here the Easthill Lodge has been recently pulled down, and the estate is being cut up into roads and building plots which are being rapidly covered with dwellings. All round the same haste is observed by the builders, and what was a pleasant and picturesque little town has been converted into an ill-planned and unattractive suburb. The Common of Wandsworth, described by Lysons in 1790 as covering 400 acres and extending two miles towards Streatham, is divided into several parts by railway cuttings, but being now under the control of the authorities what is left is safe and well cared for. The encroachments on the original Common can be seen all round the edges where the irregular boundaries tell their own tale.

Spencer Park, a beautiful wooded enclosure with fine houses, stands at the angle of the Common and Windmill Road, and across the railroad can be seen a group of fine buildings—the Royal Victoria Patriotic Asylum for Girls, founded in 1857 for 300 girls, with a church and infirmary in the building, and the Emmanuel School for Boys—formerly the Patriotic Asylum for Boys—a branch of the United Westminster Endowed Schools. The large grounds behind these schools are open and used as nursery gardens. Across the Trinity Road between the prison and the railway are more nurseries, with quite a settlement of small houses at the prison gates. Running eastward from the prison to Burntwood Lane is the Lyford Road, for the most part built up solidly on the northern side, but with a few large houses standing on the south with fields behind to Garratt Lane. One of the London playing fields, adjoining the Grange property, is situated here. From here the Beechcroft Road runs eastward to Upper Tooting, closely built up to the Trinity Road with regular rows of short streets. The angle between the Trinity and St. James's Road is also built over, but the houses are more detached. Across the Common to the westward is a new fringe of tall well-built dwellings, with the open spaces in the Trinity Road fast filling up towards the Magdalen Road. Here, facing the Bolingbroke Road, the Common has in former years been deeply dug out for gravel, but now the grass and shrubs have covered most of the pits and reduced the bare effect.

East of the Bolingbroke Road to Clapham Common, and from Nightingale

Lane north to Battersea Rise, there has swept within the last few years a wave of building, and now, with very few open spaces, the entire block is covered with houses. From Wandsworth Common the buildings descend to Northcote Road and then climb the hill to Clapham, in regular precise rows, broken here and there with a church steeple or the tall buildings of a Board School. Among these buildings can be seen "Broomwood" on the Clapham side of the hill, for many years the home of William Wilberforce. It was here his son Samuel, Bishop of Oxford and Winchester ("Soapy Sam"), was born on September 7, 1805. To this house, then called "Broomfield," undoubtedly belongs the honour of being the place where the abolition of the Slave Trade was brought about, but the reformers generally held their meetings in a saloon of Battersea Rise, the house of Henry Thornton.

SAMUEL WILBERFORCE, BISHOP OF WINCHESTER

Who was born at Clapham, September 7, 1805.

On the Bolingbroke Road stands the house from which it is named, a fine old building now used as a hospital, and close by is a junior branch of the School for the Indigent Blind. Past the cemetery leads to the main road at Battersea Rise, and downhill between rows of small shops the junction of the St. John's and Northcote Roads is met. This is a very busy place, a starting-point for omnibuses and a brisk marketing centre. Up the Rise, with shops at the lower end and houses improving towards the top, past the new roads newly opened up towards the south with their vistas of uniform cottages, once again Clapham Common is reached. Along the western edge are many old mansions standing back in finely timbered grounds, each with its encroachment of posts and chains railing in portions of the Common and keeping their privacy by diverting the footpath from their doors. Behind them are deep old-fashioned gardens with stretches of new houses at the foot in strange

contrast. At Broomwood Road the estate has been cut through from the Common, and the land is now being drained and prepared for building. To the south at the Thurleigh Road the square red-brick tower of St. Luke's, Battersea, is seen with open grounds opposite, and at Old Park Avenue there are several good houses through to Nightingale Lane. On the south side of the Common the recent erections give evidence of the jerry-builder's indifference to appearance and space. This portion of the Common is well covered with trees and what little remains of the furze. Along the north side building is progressing with regrettable speed, new neighbourhoods springing up towards Lavender Hill. The Marney and Stormont Roads and all behind are nearly finished, and, facing the open, a long row of houses is ready for occupancy ; in fact the terrace style of architecture is very much in evidence all along the Rise.

A few of the old-time places still claim attention, such as Chester Lodge, Bryam House, and Springwell. It was near this last house that the old reservoir and well that supplied Clapham with water were to be found ; but as the neighbourhood grew up so rapidly that water could not be had quickly owing to the crowding of teams, another larger well was made in 1825 out on the Common some one hundred and fifty yards away from the first, and this was only closed a few years ago, when it was found to be unnecessary. Clapham, notwithstanding its superior position and gravel soil, suffered severely from the plague, although the inhabitants were not crowded. In July 1788 the population was only 2477, but the total for the Civil Parishes had leapt up to 51,361 in 1901, and since then building has gone on steadily.

THE CAUSEWAY, WANDSWORTH, SHOWING THE POUND

CHAPTER XX

CLAPHAM AND BATTERSEA

North . .	Lavender Hill, St. John's Hill, and Wandsworth Road.
East . . .	Rectory Grove and the Old Town.
West . . .	The East Hill, at the Board of Works Building.
South . .	Battersea Rise and Clapham Common (North).

That portion of Clapham lying to the north of the Common, and especially near the Church of the Holy Trinity, is quite old-fashioned, and to-day is in pleasing contrast to the adjacent newly-built streets and depressing creations of the suburban architect. Holy Trinity Church, standing in an angle of the Common at the Old Town, was built in 1775 and opened for public worship the next year. This church was built to take the place of the original Parish Church of St. Mary, most of which was pulled down in 1774, the remaining north aisle having been removed in 1814, a chapel-of-ease being built on the site in 1815. This is now St. Paul's. The names of the former rectors of Clapham begin with that of Richard de Morton in 1285, the history of the rectory extending over 600 years. Facing the church is the "Pavement," composed mainly of old-fashioned houses with shops built out in front in the unsightly manner which has long been condemned by the Fire authorities. Adjoining is a part of the Old Town, known as the Polygon, with a fire station and shops built on what was formerly the northern point of the Common. The Cock Tavern, a remarkable old house dating from the sixteenth century, was originally in the cottages behind, which with their sloping roofs, weather-boarded sides, small windows, and high steps give evidence of their age. The "Old Town," with its quaint old houses behind the trees, has preserved most of its original characteristics, but the shops are slowly encroaching, and gradually the fine old buildings are disappearing. At the corner of Grafton Square, in front of the Congregational Church, is a good specimen of the solidly-built square cottage of last century, with a little wooden shop added in front.

Close at hand is the Old Manor House with "The Cedars" on the opposite corner, named from the trees in the garden, of which there are several fine specimens round Clapham Common. St. Anne's House on the other side of the road, and the Manor House, a picturesque Georgian building now used as a boys' school, add further

interest and charm to this corner of the Common. The original Manor House, which stood where Cromwell Cottage and Turret Grove meet, was, unfortunately, pulled down a few years ago. Its date is unknown, but from the external appearance and the panels and chimney-pieces of the rooms it probably dated back to Elizabethan times. An octagonal tower, the base of which formed a long window in a large room, rose somewhat higher than the rest of the house, and terminating in a dome gave the whole a very singular appearance. This tower gave the name to Turret Grove. The house was probably built by Bartholomew Clerke, Dean of the Arches and Lord of the Manor, who died in 1589. The circumstances of Queen Elizabeth's dining at Clapham, most probably with the Dean of the Arches, in 1583, is mentioned in the churchwardens' accounts for the parish of Lambeth. Cromwell Cottages are named from Oliver Cromwell, who, according to Whitehead, the author of *Old Clapham*, is said to have lived here. At the junction of North Street and Rectory Grove is St. Anne's Hall, used for lectures and meetings, and immediately behind is a row of very picturesque houses lying back from the road in gardens, but gradually becoming dilapidated, and now inhabited by small tradesmen. With their steeply pitched roofs, double dormers, bay windows, and pedimented doorways, they form one of the last links between Old and New Clapham. To the east the site of the old Rectory is marked by a Grove of small cottages, very clean and tidy. The east side of North Street opposite is a long range of straight old houses built together and of striking uniformity. There is a goodly sprinkling of small shops in this street, and houses fill the lower end to Wandsworth Road. To the north in Rectory Grove new houses have sprung up on both sides, and beyond Turret Grove the Iveley Road, a new street of small cottages, has been built to the west at the foot of Rectory Grove.

The churchyard of St. Paul's blocks the way with a narrow path downhill to the main road below, and from the gate a fair view of the church can be gained. The building itself is a modern square brick structure to which has recently been added a transept and chancel. It stands on the slope of the hill overlooking the Wandsworth Road in the midst of a crowded graveyard with the vicarage standing in the close near by. Among other monuments in the church is one to William Hewer, the friend and clerk of Pepys, and the magnificent sculptured figures of the Atkins family—Lords of the Manor of Clapham in the days of the Commonwealth—which were recently recovered from a vault in the churchyard where they had been long stored away and forgotten. These figures are remarkably well executed and in good preservation, and are said to be the handiwork of Grinling Gibbons. The first register of the parish of Clapham dates from the year 1551, and deserves mention as being fairly complete with the exception of ten years—1691 to 1701. They contain the usual entries, stating whether the body was buried in woollen in the period of the seventeenth century, in which the law to encourage the woollen industry was operative. There was a fine for using linen, and on April 8, 1679,

we find the account of the burial of Mrs. Mary Wallis in linen, and the entry adds, "Information given and £2 : 10s. distributed to ye poor." At the end of the second register is a very remarkable entry, being a list of "children touched by his Majesty for ye evil." His Majesty in this case would be James II. Going along the passage through the churchyard, where the crowded condition of the grave-stones and monuments is very noticeable, past a few small cottages and down some steps we reach the Wandsworth Road, a busy main thoroughfare lined here with

HOLY TRINITY CHURCH, CLAPHAM

It was finished about 1775, and this print was published in 1812.

small shops and houses, and crowded with vehicles, and the trams which run to the City. This road winds up hill and down till Lavender Hill is reached, and then, with a better class of houses and larger shops over the brow of the hill, the road descends quickly towards Clapham Junction.

Returning to the Common by North Street, the Public Library, built in 1889, is passed, and then the interesting old Church Buildings are reached. This row of houses was built on a two hundred years' lease in 1713, and are to-day sound and good, and are locally mentioned as the work of Sir Christopher Wren. Numbers

3 and 4 of this row, over the archway, were formerly united, and here was Mr. Greave's school where Macaulay was educated between 1807 and 1812. Under the archway is seen the heavy gate through which the scholars entered the school, which was built in the garden. Thomas Hood also received his education in this same row of buildings at the Clapham Academy, which consisted of the two red-brick Queen Anne structures now forming Clarence House and Mr. Stroud's School. The gates of "Hollyhurst" and two or three others near by have the remains of armorial bearings on them, but they are almost rusted away or thickly encrusted with paint. At the corner of the Macaulay Road is a fine old double cottage, overgrown with ivy, with tiled roof and heavy dormers, standing beyond the house line amongst well-built residences, and therefore very prominent. This road is lined with good houses, and in it is the Rectory, built a few years ago when the old one in the Grove was taken down. Clarence House, with a passage under the next house to a row of cottages behind, now a school for girls, has also the remains of a fine gate. At the corner "The Lodge," although hidden behind a modern front, is old, but beyond it the houses are modern. At "The Elms" in the Chase, Sir Charles Barry, the architect of the Houses of Parliament, died in 1860. It was here on the west side of the Chase that the Hewer estate was situated, stretching through to the Cedars estate and the Wandsworth Road, and consisting in 1666 of some four hundred and thirty-two acres. The house, which belonged to Sir Dennis Gauden, brother of Dr. Gauden, Bishop of Exeter, and which is described as being magnificent, was pulled down in 1762. After the death of Sir Dennis in 1688 the property was purchased by William Hewer, one of the Commissioners of the Navy to King James II., the clerk and friend of Pepys. Here Pepys frequently visited, and here, after withdrawing from public affairs, he lived, and, as mentioned in Evelyn's diary, died on May 26, 1703. The Cedars Road is named from the "Cedars," a celebrated house pulled down in 1864. The Church of St. Saviour's stands in this road. Wix's Lane comes next, and was originally the only thoroughfare running from the Common to the old Kingston Road between the numerous estates that covered this neighbourhood. Now roads are cut through at short intervals and the lane is rather forsaken. It runs along the backs of the gardens, and, the fences being close, is not a tempting walk, but in the centre it widens out at Garfield Road. To the west of the lane, and as far as the Sisters Avenue, the entire district is cut up with new roads and others in the making. The Taybridge, Forthbridge, Stormont, Marney, Sugden, Thirsk, and Longbeach Roads have all been recently built after the same regulation style that obtains everywhere in the suburbs of London. South of the Marmion Road there is still a piece of open ground. At Stormont Road close to Lavender Hill is a fine Congregational Church and Institute, and farther west at the corner of the Grayshott Road the massive red-brick church of the Ascension towers over the

neighbourhood. Here the main road is open and contains a better type of shops and houses. Beyond the Sisters Avenue—recently extended straight through to Battersea Rise and built up—are the Mysore and Elspeth Roads with Lavender Gardens, also lately opened. Opposite the Mysore Road are the Battersea Municipal Buildings and Town Hall, and just west of these, Cedar House, with fine trees in the garden, and Elsinore Lodge are being demolished to make room for the Shakespeare Theatre. The view from the gardens of these houses away to the north over Battersea Park is extensive when the atmosphere is clear. Opposite Lavender Gardens is the newly-erected police court and station for Lavender Hill. Attenburg Gardens are lined with good houses on the east side, the west being still open. At the corner of Lavender Lane is the Battersea Public Library, containing the usual reading-room and reference and lending libraries, facing the site for the new post office, which has been taken from the grounds of the large house now used as an educational institute. Lavender Sweep, a wide semicircular thoroughfare, has been added to by building Parma Crescent and Eccles Road inside the curve. Down the hill from the library there are large stores and shops, and the corner by St. John's Road is always very busy. On the western side of St. John's Road new little streets have been made, but on the east, although there are many business places, one large house in fine grounds does not allow much more expansion, owning as it does so much land.

The old Board of Works offices at the Battersea Rise end of the road are now occupied by the Y.M.C.A. Up Battersea Rise the Limburg and Hafer Roads have lately been extended towards the Sweep and are built up. West up St. John's Hill the houses and shops are mixed, and past the theatre on the south side all the available ground has been covered with streets, closely massed together. On this side farther up the 4th East Surrey Volunteers have head-quarters and quite a spacious drill ground, and at the crest of the Rise by the railway is the Junior Branch of the Royal Masonic Institution for Girls, begun in 1880. Passing over the railway bridge, from which to the north Clapham Junction Station shows its numerous platforms, and again crossing the bridge on Plough Road to the south, the main buildings of the Freemasons' School are on the left. These fine buildings, erected in 1852, were enlarged in 1891, when the Alexandra Centenary Hall was added. This hall is 96 feet long by 45 in width, and contains some fine stained-glass windows presented by masonic lodges, the three larger windows at the lower end including portraits of Royal and other eminent masons. To the south, at an angle of Wandsworth Common near the Bolingbroke Road, is the Church of St. Mark, Battersea, a fine structure with square tower surmounted by a shingled spire. Westward new houses are springing up rapidly, and between Varden's Road and the railway the ground has been entirely covered with houses. Park Road and the adjoining roads also contain good houses. On St. John's Hill shops and houses are

mixed on both sides of the way to the Wandsworth Infirmary, adjoining which are the Fishmongers' Almshouses, otherwise known as St. Peter's Hospital. Erected in 1851, they form three sides of a quadrangle, and comprise forty-two houses with a chapel—open to the public—in the centre, standing in large grounds beautifully laid out and well kept. Opposite is a Wesleyan church at the corner of Spanish Road, and towards East Hill is the quaint old Jessamine House with its equally picturesque neighbour the French Horn and Half Moon Inn. Through the Huguenot graveyard on the north side of Wandsworth Common are three very fine old dwellings—the house of Mr. Lawrence (92), "The Cottage" (94), and Mr. Pulman's residence (96). Standing as they do by the old cemetery, weather-beaten, and overgrown with ivy and creepers, they are strangely contrasted with the straight alleys of red-brick houses which overpower every view with their aggressive sterility. Past the quiet graveyard with its old gravestones at the angle of the road stand the new buildings of the Wandsworth Board of Works and the busy High Street of Wandsworth a little lower down.

CLAPHAM (SECOND PART) WITH S.W. CORNER OF BATTERSEA

Between the South-Western Railway yards and the great gas-works of the Gaslight Company the south side of Nine Elms Lane consists of a mass of small streets, at all angles, for the most part of two stories and inclined to squalor; they are the houses of the labourers of the vicinity, and are overrun with children who attend the Board School in the Ponton Road. The enormous gasholders to the west overshadow these streets, and the works, which cover many acres and employ an army of helpers, extend as far as Haines Street. Beyond is St. George's Church, Battersea, recently repaired, and standing in an old disused graveyard surrounded on all sides by a poor neighbourhood that relies on the adjoining railroads for its living. The streets to the south are all short, as the South-Western Railway runs parallel with the main road. Sleaford Street contains a Board School—of which there are over sixteen in Battersea alone, which gives a good idea of the birth-rate—and west as far as Stewart's Road is another colony of small streets and houses, for the most part cleanly kept. The principal street is New Road, which starts with small houses and shops of all descriptions and contains a public vaccination and outdoor relief station for Battersea.

Passing under the railway arches—the older of which are very small and narrow—St. George's National Schools appear at the corner of the Wadhurst Road. They are built of brick with stone dressings, and standing in a far better neighbourhood, educate a better class of children. The roads to the west of this are the best in the neighbourhood, for the houses are well kept, and though of the commonplace two-story type, are better built. This is particularly noticeable in the Corunna and

Wadhurst Roads. The cross streets farther south as far as the Wandsworth Road are smaller and not so cleanly kept, nor have they such a good type of tenant. In the Stockdale Road is St. Andrew's Church, near Patmore Street, and beyond in Stewart's Lane is Trinity Hall, used as a place for all sorts of meetings ; and farther on there is a Primitive Methodist Chapel in Sterndale Road. Between New and Stewart's Roads, close to a densely-populated neighbourhood, are the large works of the Projectile Company, making shell of every description and giving work to a great many hands. Here the streets are all small and mean, and in places filthy ; the shops are of the worst type, ministering to poorly-paid wage-earners, and among them are evil-smelling fish-bars and the inevitable small, squalid public-houses with their attendant second-hand dealers. Passing the large new Board School—a centre of hope and inspiration in an area of intolerable gloom—a sharp rise leads to the Wandsworth Road. On the opposite side of this thoroughfare is Clifton Street, a small street of dreary houses, with shops and a brewery mixed in, running through to Larkhall Lane.

Beyond Courland Grove, past the Baptist Chapel, is Union Grove, and here the whole character of the neighbourhood changes. Good, clean houses of three and four stories, with gardens and trees, in well-kept streets, take the place of the poor tenements farther north. Christ Church, Clapham, faces up Union Grove, with the Rectory adjoining. At the corner of Smedley Street are the church schools with day and evening classes, and adjoining the Bowyer St. John's schools. A very small police station located in a cottage at the corner gives evidence of a quiet neighbourhood. Smedley Street, lined with small houses with sad little garden-patches in front, leads to Larkhall Lane, with a large brewery opposite. To the west the road climbs Larkhall Rise—named from a former residence on the hill—past good houses of a large and roomy type, built in terraces with good gardens in front and looking on a well-kept open road. Eastward Larkhall Lane is a busy street, lined with small shops interspersed with private houses. On the north side a few of the old detached houses are still left standing in fair-sized gardens. Gaskell Street contains a large Board School, also an Infants' School of St. John's Church, and leads into Bromfield Road, which, with the Union, Chelsham, and Gauden Roads are well kept, lined with good houses ranging from two-story to four-story houses, all of a dreary respectability. There are still very faint suggestions of a former rural life in the locality.

Union Road leads into the busy Clapham Road, with shops creeping in among private houses and vacant spaces here and there to let. Towards the station there are still several fairly pretentious houses with large gardens in front, but at Gauden Road shops are thick, and even the arches under the railway are all rented for trade. At the corner of Bedford Road is Bedford Hall, the head-quarters of the Y.M.C.A. in Clapham. Clapham Station on the London, Chatham and Dover

Railway, just off the High Street, at this point serves a very busy district, although the tramways and electric railway carry many thousands daily to the City and back. Bedford Road for the short distance to the railway bridge is lined with small shops, but beyond the houses rapidly improve. Opposite the Ferndale Road is quite a large open space, but this is now in the builders' hands and will rapidly be "improved." All the district to the west, including the Kendoa, Kenwyn, Tremadoc, and other adjacent roads, is quite new, and consists of three-story villas, built with the usual clumsy stone dressings, showy tile-work, small gardens, and wonderful names. Several of the houses at the Bedford Road end of these streets are in two parishes, Clapham and Lambeth, the boundary line being almost in the centre of the buildings.

In the Hazelrigge Road are large and well-designed Board Schools attended by a superior class of children, and farther on is Clapham Park Road, here for the most part taken up by small tradesmen with some old-fashioned cottages left, which still maintain a slight feeling of the country, though this is being rapidly lost as the building wave advances. To the east is Acre Lane leading to Brixton, and to the west the road runs into Clapham High Street. The western end has better shops and houses, and contains a large Roman Catholic Church—St. Alphonsus—with extensive ground and schools, behind which is a new road, named after the church, lined with clean little houses rented by a good grade of people. Park Crescent, Park Road, and Nelson's Row are built up with two-story houses of a decently-kept type usually tenanted by small jobbing tradesmen. A small chapel built in 1847 stands in Crescent Road, and is well attended by local residents. The houses at the foot of Clapham Park Hill are not very large, but as the hill is ascended they improve. On this hill is the Church of St. James standing on a good piece of ground. The church schools are detached in Park Road. West Road and North Road to the east are very quiet residential streets, full of a good type of house, well kept and with large gardens. Loats Road, a continuation of Bedford Road, runs south, and is a fine broad thoroughfare with large detached houses on both sides standing in good gardens well shaded with trees. This road ends at Crescent Lane, a narrow, winding lane leading on to Clapham Common, for the greater part running along the backs of houses, but built up on the south side between Elms and Abbeville Roads. The continuation of Loats Road is King's Road, and from this runs Clarence Road. All the houses in these roads are of the highest class of the Victorian house of the suburbs standing in large grounds, an idea of which can be gained from "Woodlands" at the corner of Park Hill, which is to let and stands in eleven acres. The roads are wide, with broad, natural side-walks, grass-fringed, and shaded by tall trees; in fact all the Clapham Park estate is exceptionally well-wooded for a suburb so near London. Eastward of King's Road is Lyham Road, which to the north of Cornwall Road is lined with rows of new small cottages, and then as it

winds uphill towards the Military Prison suddenly changes to an old neighbourhood with small shops, little cottages with tiny gardens in front, and a couple of small mission halls. All Saints' Church Institute, a new brick building, is at the top of the Rise, where there are more small shops which supply the household needs of those who live in the short streets lying towards the King's Road. These streets are all lined with small cottages, those in Thornbury Road being quite new and very well kept. The road again ascends until opposite each other stand a row of old red-brick tiled cottages, built in 1828, with gardens in front, and a terrace of new gaudy two-story houses just finished. Lower and Upper Orchard Streets are poor and in a dirty neighbourhood which supports a cluster of small shops and public-houses. The Church of All Saints rises conspicuously at the angle of New Park Road, with the vicarage and schools adjoining. It stands on a good piece of ground, but alongside, opposite Mill Lane, the old houses have been pulled down, and on their site workmen are busy preparing new roads, and building operations have begun.

The ground in this neighbourhood is composed of a large flinty gravel many feet deep, giving an excellent surface drainage. The view over to King's Road is very charming, and though well timbered now will soon be changed by the builders. New Park Road on the south side to the corner of Streatham Place is about evenly divided between shops and cottages. Here the Atkins Road comes in and runs west, with large detached residences standing in good gardens to the Queen's Road, which is a repetition of the former road with the same style of house. At the corner of Clarence Road large notice boards announce that this portion of Clapham Park estate, "a valuable freehold property of 44 acres with three mansions and two residences thereon and fronting on Queen's, Poynder's, Clarence, and Park Hill Roads," is for sale. Most of this ground is heavily timbered, with remarkably fine trees, and is a very healthy and opulent neighbourhood just within the four-mile radius from Charing Cross. At the north-eastern corner of Queen's Road is a considerable strip of open land, also for sale. From here Poynder's Road debouches into Cavendish Road, which is lined on the north side with houses built in terraces, each approached by a flight of steps, and on the north is Abbeville Road, from which Trouville Road immediately leads off. This road at the commencement faces a large open plot—also for sale for building—now used as a tennis-ground, with a few houses built facing the space; but to the north the buildings are again of the three-story suburban type built as closely together as possible. The Abbeville Road commences with a fair class of house, but almost at once shops appear and continue for two blocks on both sides of the road. They are well kept and superior to the average suburban shop, but the buildings in which they are ranged in straight lines are generally quite unpleasing. All the building in the district—and it is going on everywhere—is of the same straight terrace style, which affords a wider margin of profit for the speculative builder and inflicts a deadly monotony on the unfortunate

inhabitants. To the west the many new roads from Klea Avenue to Clapham Common are neatly laid out, clean, and lined with good houses. On the east side building is going on briskly in the Bourneville and Hambalt Roads, and crossing the Elms Road the whole neighbourhood is built over.

At Crescent Lane the way to the Common is up a gently sloping country lane under beautiful trees, with the gardens of the houses of the grove and the crescent on one side, and the wall of the Convent of Notre-Dame with its day schools to the south. Passing along the broad paved roadway by the Common with its busy shops towards the High Street, Bromells Road is on the north side. This road, and round it, is part of old Clapham, and the old-fashioned, low-built, tiled houses situated on glebe land are now rapidly being demolished and the quaint little shops are quickly disappearing. Great gaps have been made in the line of houses and many more are marked to be torn down.

All the ground facing Wirtemberg Street at Chip and Cross Streets is being levelled for building and the old houses are disappearing fast. The small streets leading through into little Manor Street are very clean and tenanted by poor though respectable people, but little Manor Street is dirty, small, and narrow. Manor Street to Larkhall Rise is a wide fairly clean thoroughfare of mixed shops and houses which improves towards the north. The same may be said of Wirtemberg Street, which commences poorly, but from the Board School north is far better than at the Clapham end. Belmont Road runs into Grafton Square, a very quiet and respectable square flanked on the south side with good four-story houses built in terraces, and otherwise well built up with good residences. Clapham Congregational Church is a stone structure with a fine spire, and farther north in the square is the brick chapel of the Clapham Common Baptist Congregation. From here to Larkhall Rise all the streets are very respectable and contain little houses, which from the frequent cards displayed rely largely on renting rooms. The west end of Larkhall Rise contains some fine old houses on the south side, but the north is mainly lined with rows of recent red-brick erections, with new streets of the same style of house as those in Netherford Road and Brayburne Avenue running north from the main road. Northwards to Albion Road a quiet closely-built thoroughfare, Wandsworth Road, is reached at Stewart's Road, or Lane, as it was till recently named.

Everywhere in this district, as well as in Clapham, street names are being extensively changed. This end of Stewart's Road is well built with three-story houses, but towards the Battersea Park end the houses are much smaller with shops between; and after passing under another very low railway bridge, where the roadway narrows to some ten feet, Battersea Park Road is reached by a flight of steps, with the railway tracks close up to the railings. The main road was raised to cross the many lines of railway converging to this point, and this has left the houses on the south side of the road many feet below the level. This is notably so on the

west side of the railway, where a long row of one-story cottages is situated. The streets from this point as far west as Culvert Road are all short, being stopped by the embankment of the London & South-Western Railway, and though small and mean in appearance and eminently squalid, some soulless being has named them after romantic kings and English premiers! South on the winding Queen's Road, which is lined with neat little houses, the numerous arches of the railway viaducts have all been rented to different trades. A mineral water firm has a large establishment located on them on the east side, and farther on in one of the angles made by the railways quite a number of trades are established and the South London Tramways also have a yard.

From Queen's Road Station to the Brighton Railway the road makes another quick curve, and on the south side some new buildings have just been erected, but there is yet considerable open ground. Opposite is a row of large shops which do not seem to have prospered, since many of them are to let. At the commencement of the Silverthorn Road is the old Longhedge House. The parish of Battersea is crossed and recrossed everywhere by railway embankments and viaducts of the different companies, which give work to thousands of its population. East of Silverthorn Road all the district is the home of the working man, with many small streets of small houses. Queen's Road from here to Lavender Hill is a broad straight avenue with a steady stream of traffic and a system of railways centering at Battersea Park. This road is almost all newly built, but there are still some vacant spaces on both sides. The houses are generally flats of three stories, one flat having a house door to itself numbered with a letter of the alphabet to distinguish the separate household dwelling in the upper floors. The road is very wide and presents a good appearance, with the houses built uniformly and well. Queen's Square, situated about midway, contains the Church of St. Philip, of stone with a square tower, in a pleasantly-kept churchyard. To the east and parallel with Queen's Road is Philip Street, and in Tennyson Road a large Board School. These roads with Robertson and Heath Road are of good appearance, and in this neighbourhood are many new houses of the usual type. From Queen's Road west the entire district is new as far as the Tyneham Road. Broughton and Stanley Streets are like all the rest, houses of two or three stories, closely packed, no yard to speak of, shadeless streets swarming with children, and each house exactly like its neighbour. Here building is still going on, and in Emu and Ingelow Roads the houses are hardly out of the builders' hands before they are occupied.

A large angle of open ground still remains at the junction of Stanley and Prairie Streets, but cannot continue long unbuilt upon. The southern end of Queen's Road is busy and lined with shops of all descriptions with a sharp rise up to Lavender Hill. Before this is reached a passage to the west—an old right-of-way, narrow and for pedestrians only—gives access to the many new streets recently built which run

north almost to Arliss Road. The Tyneham Road, with shops at the south end, is a broad thoroughfare with clean little houses as far as Eversleigh Road, and divides the newly-built district from the older houses on the west. Board Schools are not wanting here, for there is one in Basnett Road and another in Gideon Road. The Grayshott Road runs through the centre of the Shaftesbury estate, which is laid out carefully with good cottages and most of the streets are lined with trees. At the corners of this property turreted buildings define the limits. In Asbury Road is another Board School and a good block of workmen's dwellings. From the Eversleigh Road a foot-bridge leads across the railway lines into Culvert Road, and at once the change in the houses and people is apparent. Sheepcote Lane, a narrow winding turning alongside of the railway, contains many old houses, and in it is a large "Destructor" for burning rubbish. To the west are the Latchmere allotments, a large tract carefully planted with all kinds of vegetables, which the parish is now levelling by shooting rubbish off the roads into the low parts. The shops in the Culvert Road are mainly small, and of a general description, with a liberal sprinkling of public-houses and second-hand stores. Blondel and Carpenter Streets are very clean, but the average street is small and dirty and the people are far from cleanly, while troops of children are obliged to play in the gutters. In the busy Battersea Park Road, Ordney Street is noticed as being better than the average, and at the corner of Chesney Street stands St. Saviour's Church, a small stone building with a hall attached and a large open space adjacent for future extensions. Still passing eastward by numberless small streets, each with a knot of idlers at the corner, the road leads back to Nine Elms.

CHAPTER XXI

STREATHAM (WESTERN PORTION), UPPER AND LOWER TOOTING, AND A PORTION OF BALHAM

NORTH . Cavendish Road, Poynder's Road, Queen's Road, Streatham Place.
EAST . . Streatham Hill and Streatham High Road.
SOUTH . River Graveney and London Boundary.
WEST . Lower Tooting High Street, Balham Road, and Balham Hill to Cavendish Road.

THE district of Tooting is at once the most open and the most rapidly growing of the southern suburbs, and, thanks to its gravel foundation and the open commons, is very healthy. To the east Streatham is similarly situated, and both parishes boast of their fine roads and their large and well-built private houses. From Brixton Hill at Streatham Place the neighbourhood to the west of the main road, and for a short distance south on the New Park Road, consists of small houses and shops, but with this exception all round here is composed of good residential roads with a high class of house. All the main roads are wide, with generous pavements, and have the houses set well back with plenty of room for gardens in front. Naturally well timbered, the trees improve the road wonderfully, and even in the newest portions the builders are carefully guarding them. Opposite St. Anne's Asylum the new Tierney Road is cut through to the Montrell Road, and both are closely built up with semi-detached houses. Telford Avenue is also lined with houses, and to the south several new avenues full of the regulation suburban dwellings stretch to Sternhold Avenue, which skirts the railway westward as far as Thornton Avenue, marking the limit of the houses, although the estate as far as the Common is being cut up into streets and prepared for building. This ground was formerly a brickfield and turned out most of the bricks used near by. At Griffel Avenue and Thornton Road is a temporary iron church marking the site of the future St. Thomas's. To the west the Kirkstall Road is built up on the north side, but runs out into the fields towards Hyde Farm. New Park and South Roads falling into Thornton Road are here at their best, filled with fine houses, with much open ground attached to them. To the west of Thornton Road stretches the great level of Hyde Farm, now under negotiations for sale, and approached from the

New Park Road by a very rural lane with high banks leading past the Base-ball Park to the old buildings of the Farm. Of these three very picturesque cottages remain, more or less dilapidated and used as dressing-rooms by some of the clubs of the Common, to whose members they offer refreshments. The Farm itself, stretching to Dragmire Lane, boasts of golf links and a cinder track for bicycling, whilst the greater part is rented to athletic clubs. To the south is a triangular piece of Tooting Bec Common cut off from the main portion by the Brighton Railway, but several bridges under the two lines give easy access to the other parts. The nearest path leads to Leigham Court Road West. Here, surrounded by houses, are the pretty buildings of the Magdalen Hospital, originally founded in 1758 in Prescott Street, Goodman's Fields. They are built on the cottage plan with a chapel in its own grounds. The present site was occupied in 1868 and enlarged in 1890 to shelter 111 inmates. From here to the High Road is all open grass-land. South of Woodfield Avenue is also open as far as the Common, but this road and not Ephraim Road is well built on.

Mount Ephraim Lane, leading from Tooting to Streatham Hill, is still a country lane with hedgerows, and passes the old Norfolk House with its spacious grounds and fine timber, all to the south almost to Streatham Church being pasture-land. At the west end of this lane, facing the Common, is Magnolia Cottage, named from the plant which covers the front of this rambling old red-tiled house.

Facing Garrad's Road is the finest portion of Tooting Bec Common with its sturdy oaks and beautiful vistas. The Common is to some extent spoilt by the railway embankments and the cutting which divide it, and though there are still some one hundred and fifty acres now under the care of the London County Council, it was formerly an enormous tract stretching through to Streatham Common, but gradually encroached upon by the neighbouring landowners. At one time a haunt for footpads and gipsies, and open to the parish to cut gorse and dig gravel, it is now the property of the people and well looked after. The smaller common, of about sixty acres, to the south-west is named Tooting Graveney, but is now incorporated with the larger Tooting Bec and is under the same rules.

The name Tooting is accounted for in several ways, but is no doubt due to the settlement there of a branch of the Saxon or Teutonic family of the Totingas. The fine old trees remind one that in Domesday Book a large wood is mentioned as being here. One of the most rapacious land-grabbers was undoubtedly Robert Lewesy, who in 1569 enclosed one-fifth of the two commons and who was commanded not to do it again. Richard de Tonbridge received immense grants of land from William the Conqueror for services rendered, and amongst others the manors of Estreham (Streatham) and Tooting, which he gave to the Abbey St. Mary of Bec, in Normandy, and which were then known as the Manor of Tooting-Bec, the Bec being added to show the property belonged to the Abbey. On the final seizure and suppression of

alien priories, when Henry I. in the second year of his reign declared war against France, the manor became vested in the Crown, and after passing through many hands belonged to the Duke of Bedford—on whose estate in Bloomsbury there is a Streatham Street—and finally the rights of the Lord of the Manor, as far as the Common was concerned, were vested in the Board of Works, having been purchased some years ago for £10,500. Queen Elizabeth visited Tooting in the year 1600, probably as the guest of Sir Henry Maynard, then Lord of the Manor. Across the Common at the corner of Bedford Hill Road, now greatly built in, stands the old castellated building known as the "Priory," which stands on the site of the Priory of Black Monks of Bec. Some of the walls of this building are the original ones of the Priory which was burnt down by the accidental upsetting of a lamp. South of the Common, on the Streatham Park estate, formerly stood Thrale Place, where Dr. Johnson spent so much of his time with his friends the Thrales. The house was pulled down in 1863. The large pond on the estate was filled in a few years ago, and where thousands at one time skated is now covered in with good detached houses. Thrale Place possessed a celebrated gallery of paintings of notables of the time, from the brush of Sir Joshua Reynolds. Another celebrity—Thackeray—went to school in Tooting, and here on the Woodlands estate stood the old village pound, marked by a cluster of trees planted on the site.

South of Streatham Park estate is the large open district of Manor Park, now being destroyed by the builder, and disappearing as the broad avenues are pushed forward. Conyers Road to the west, with the ornamental pumping-station of the Lambeth Waterworks, and Gleneagle Road running north-east to Streatham High Street, are two of the principal thoroughfares, both lined with well-built new villas. The Mitcham Road marks the northern line of the estate. At the foot of Inverleith Avenue is the Town Hall of Streatham, and the village National Schools, put up in 1813-1816, are situated amongst a group of old cottages or village shops of Georgian type on the Mitcham Road close to the Green. This Green—a small triangle preserved by the County Council—was originally a portion of Tooting Common, but was saved from the extinction with which it was threatened by the neighbours, and is now one of London's lesser open spaces. The Roman Catholic Church of the English Martyrs stands close to Streatham Parish Church, with Russell House behind. This fine old mansion with a picturesque tiled roof was formerly the property of the Duke of Bedford, and was at one time occupied by Lord William Russell. In 1872 it was taken over by the Westminster Society for the assistance of discharged prisoners, but lately was acquired by the Roman Catholics for their own use.

Passing south on the Streatham High Road, Natal Road and Lewin Road are built up closely, whilst south to the Greyhound Lane is all new streets of houses. From this latter to Kempshott Road is also a neighbourhood of newly-erected semi-

detached suburban villas of a small and commonplace type. In a lane in this block off the High Road, is a large india-rubber factory and the schools of Immanuel Church. From Kempshott Road south to Guildersfield Road is also all newly built upon with many newly laid-out roads, the picturesque red-brick church and the rectory

Emery Walker.

W. M. THACKERAY AS A BOY OF 13 YEARS

From the bust by J. Devile in the National Portrait Gallery, London.

of St. Andrew's marking the limit of the houses, beyond to the west the Streatham estate being still open country. Another portion of this estate, also open fields, stretches south from Guildersfield Road and west to the Ellison Road, with the schools of St. Andrew's in the Colmer Road in a neighbourhood of small cottages and poor shops. This district, called Lower Streatham, is built upon the lands of

the Bridgehouse Farm, portions of the buildings of which still remain in forlorn picturesqueness.

Passing the shops at Streatham Green, Norbury is entered, and the river Graveney, a small and shallow stream, is crossed. This stream here marks the limit of London, but beyond the railway the boundary runs farther south across the fields, past Greyhound Lane and Lonesome Chemical Works, again meeting the river and following its banks into Lower Tooting. Greyhound Lane to the eastward as far as Streatham Common Station is a rural lane running between fields cultivated by market-gardeners, but at the station the country suddenly disappears, and two lines of shops take the place of the hedges, these in turn giving way to houses to Streatham Common. Passing the station, to the north is Eardley Road, lined with houses of a small class, and beyond the railway bridge is a colony of small-sized streets and little dwellings occupied by poor artisans. A large saw-mill and a conspicuous Board School in the Leverson Road are noticeable, with fields to the west and north. Eardley and Thrale Roads are built upon to the Mitcham Road with a better style of dwellings, which improve as the Mitcham Road is approached. At Green Lane, to the west all is open and pleasant, with a large nursery garden at the north-west corner beyond the Furzedown Park estate, now in the market. The farm of this estate is situated on the top of the rise, and beyond across the pastures is "Furzedown" itself. The western side of Green Lane to Tooting Graveney Common—formerly called Furze Down—is all open with the eastern side occupied by good detached houses with new roads behind still being built upon. The Church of St. Alban in Aldrington Road shows its roof over the trees. This is the best part of the Streatham Park estate, and here are to be found the finest houses, generally the work of good modern architects. Passing along the south of the Common past "Woodnook," "Woodlands," and other mansions, "Busheydown" is seen across the angle to the north. Hill House Farm is adjacent with finely-timbered lands behind.

At the angle of Church and Back Lanes stands Hill House, an imposing old house now much decayed, and to the west is "Kinrara," another old landmark in this neighbourhood. To the north of this house new streets are being pushed westward across the fields, and in the Lucien, Moring, and Mantilla Roads a few scattered houses have appeared, but away across to Upper Tooting is still all pretty meadowland interspersed with hedgerow and elms. Down Church Lane with Totterdown Fields to the north are the Tooting National Schools, now being enlarged, and in the space between this and the Back Lane is the handsome building erected for Tooting College, but now the property of the Wandsworth Guardians. The parish church of Tooting Graveney—St. Nicholas—in the Pointed style with a tower and recent additions is in Church Lane, which here falls into Mitcham Road at Amen Corner. The original church is described as having had a circular tower

and a wooden spire—a rather rare style of architecture. Back Lane, which has also come down the hill past the Furzedown Farm and the Rectory of St. Nicholas Church, enters the main street at Durham House. Mitcham Road, with a few new streets on the west and the fields on the left taken up by the local golf club, leads to Tooting Station, from which the boundary follows the railway to Merton Road. Langley and Bickersteth Roads are both lined with small houses, and all the other roads to the north and west, although still open in places, are being built upon.

Portions of the village of Lower Tooting are to be found on the Mitcham Road from Durham House as far as Broadway. Several fine old houses are still in their

TOOTING CHURCH

From a print published in 1807.

original state, among them being the Rookery Lodge and Ivy Cottage, Park House Lodge and Cottage, Fairfield House—with a fine cedar in the grounds—Eldon House—now used as a storehouse for hay—the Manor Lodge, and a row of six fine old shops on the north side of the Broadway. Behind these houses are small streets with little houses, and a few small shops, tenanted by labourers and artisans, of which Salvador Lane is a type. The Rookstone estate is to let for building, and opposite the police station half a dozen new villas have just sprung up in the fields. The old Mitre Inn at Amen Corner still boasts of its tea gardens, quoit and bowling greens, now so seldom seen in the suburbs. The Merton Road at Longley Road is for the most part composed of poor shops and small houses, but to the north the buildings improve. St. Leonards, a fine large house in 8 acres of

OLD COTTAGES IN MERTON ROAD, TOOTING

land—for sale—stands on the east side, the ground to the west being all open as far as the Defoe Road. Passing a few old cottages and a Board School, High Street, Lower Tooting, is reached. In this street are some antique houses, and the Bell, the Angel, the Castle, and the King's Head are old-time coaching inns. Opposite the Angel is Pegasus Avenue, a curious collection of old tarred frame houses down a narrow yard, and to the north of this on the east side is the old chapel said to have been founded by Daniel Defoe, who resided here in 1688, but the present chapel named after him, a quaint old building on very plain lines, was built in 1765-1766. Angel Court and Totterdown are two settlements of small cottages hidden away behind the main street, in which are still to be found many old-fashioned cottages like those near the Bell Inn.

Ascending the hill to Upper Tooting a wide view is obtained to the east across the Totterdown Fields. The tramway lines running from the City through Clapham terminate at this point. Passing "Lynwood," standing in a small park, and a row of large houses—the estate agent would term them mansions—the road leads through Upper Tooting to Balham Hill. The Daffhorne and Foulser Roads, both new streets, are lined with good houses, and then comes Tooting Bec Road, or till recently Streatham Lane, leading to Tooting Common. In this road are two fine old seats, "Streatham Elms" and "Knapdale," but the demand for building sites has taken the land up to their very back doors, and before long they will probably give way to the prevailing straight rows of two- and three-storied houses. From the Elms to the Common there is now a row of cottages with a good deal of open land opposite them. There are a few small cottages on the south side near Romberg Road, which is new, and in the regulation style. South of the Common are a few good houses, notably "Newlands," now a private asylum, and Tooting Lodge. On the western side of Tooting Common the whole neighbourhood has lately been built upon, and continuing along the Elmbourne Road new streets appear at short intervals. Bedford Hill Road is closely covered on both sides, over the hill into Balham, and on the east side to the northern extension of the Common all the ground is being rapidly taken up. The west side of the road is cut into at regular intervals with new streets called the Hillbury, Culverden, Terrapin Roads. Opposite Fontenoy Road, standing a little back from a newly-prepared road, is Bedford Hill House, a large square mansion with a fine porch, lighted by great French windows, and grown over in places with ivy, but doomed to make room for more modern houses. Already the workmen have removed the out-buildings and greenhouses, and roads have been staked out on the property as far as the Streatham Elms. Its neighbour, opposite Ritherdon Road, another big house in four acres of ground, is also to disappear before the wave of villa-building. Opposite Ryde Vale Road stands the Church of St. John the Divine, Balham, and behind it to the Balham Road and north past Balham Station the whole district is

covered with houses. From the station to the main road all is shops and stores doing a large trade with the rapidly-growing population. Fernlea Road to the east, parallel with the railway, leads to Dragmire Lane, recently rechristened Cavendish Road, of which it is a continuation, and here to the east a fine view is had of Hyde Farm. This is a neighbourhood of small mixed houses and little shops with comparatively cheap rents largely patronised by City clerks. At Sistova Road is a temporary Board School built on a corner of the Hyde Farm property and hedged in with sheds and wooden buildings. Laitwood Road, in process of building, with many others connected with Balham Road, contains the average type of the dwellings to be had here, which are nearly all of the two-story jerry-built villa type, with an atrocious lack of taste in every detail. Grove Road and Atkins Road are wide roads with many open spaces between the houses, which are of a superior class. In Atkins Road is "Woodthorpe," a mansion standing in large grounds, and running through to these, from Poynders Road, is Bygrove House, to let on lease with 13 acres of ground. On the west side of Cavendish Road, facing these mansions, is a row of wooden houses, and behind them to the Balham Road on the Cavendish estate the Dagnan, Cathles, and Gaskarth Roads are all being hurried to completion, but there still remains much open ground, while to the south the grounds of Balham House are still intact with the old house standing among the trees.

Balham Road from Upper Tooting towards Clapham is largely made up of shops, broken into by the Wesleyan Church, which stands out boldly at the corner of the Bec Road. From Elmfield Road to Balham Station are large houses standing well back from the road, with large gardens. From the station northwards to the foot of Balham Hill is again mainly shops, with new roads coming in to the main road and making a very lively thoroughfare with much shopping in process at certain times of the day. The Manor of Balham—anciently Belgeham—also belonged to the Abbey of Bec in Normandy, having been exchanged or purchased from the monks of Bermondsey to whom it had been given in 1103. Excepting a few shops at Gaskarth Road, the rest of Balham Road to Nightingale Lane at Clapham Common is made up of large houses in ample grounds, and turning to the east along Cavendish Road, where the same class of building obtains, one reaches Poynders Road, which with Queen's Road are wide avenues.

CHAPTER XXII

NORWOOD AND STREATHAM

From Brixton Church, SOUTH on Effra Road, Tulse Hill, Church Hill (Lower Norwood), Knight's Hill, to Crown Hill, and WEST to Streatham Common, SOUTH on London boundary to Lower Streatham, and NORTH on High Road through Streatham over Brixton Hill and Rise to starting-point.

THIS district is changing more rapidly than any of the southern portions of London. What was until recently country, and country of a singularly charming woodland character, is now solidly compacted with the main mass of the inner suburbs, for with great funds of ill-directed energy the speculative builder has dumped his badly-built and agonisingly uniform types of semi-detached villas on the hills which nature intended to be a priceless heritage for the people of London. The exquisite charm of the woods of Norwood and Streatham has been destroyed through the want of a power to call a halt to the destroyers. Fortunately the extensive open spaces were spared, and thus, although their beauty is impaired by a fringe of commonplace villas which has at many points hemmed them in, suggestions of vanished beauty are often brought to mind. A continual outward movement from the more central portions of the great City has been accelerated by the cheap fares and frequent trains, trams, and omnibuses which give all classes of workers the opportunity of living in the outer suburbs.

From St. Matthew's Church with the prominent Budd Mausoleum, the Effra Road is mainly residential as far as Water Lane—named after the river Effra which formerly flowed here—with the Church Road running parallel, to the westward. In an old mansion at the north-west corner of Water Lane is the Brixton Grammar School, facing a once well-known inn, The George Canning. From here to the foot of Lower Tulse Hill are shops, which give way abruptly to a good class of large houses standing in ample gardens and grounds all the way over the winding hill towards Lower Norwood. At the top of the hill Trinity Road falls to the eastward, with the fine stone Trinity Church on the south side and houses to Norwood Lane, whilst on the north side of the road the land is still in fields with the sloping grounds of Brockwell Park beyond. Upper Tulse Hill has large houses to the westward with a great deal of open ground—Elm Park with its haystacks and

farm buildings—still lying to the north of the road, but at St. Matthias's Church on the western end shops take the place of dwellings as far as Brixton Hill. At Norwood Lane, Lower Tulse Hill merges into a long row of shops, which continue to Christchurch Road, named from the church at its western end. This is one of the chief residential roads here, and with the broad Palace Road to the south, which it joins at Christchurch, is lined with well-built detached houses. At the Tulse Hill end of both roads there is still a little open ground, rapidly being built on, however. From Palace Road to Leigham Court Road is the centre of the building activity here. New streets are pushing through everywhere, estates plotted out, and within a year or two what are now steeply-sloping grass-lands will be hidden by houses. South of Palace Road, Streatham Hill is all laid out for building, the Leigham Court estate, Streatham Lodge, and Treadwell estate all being in the contractor's hands. but the roads to the eastward are not yet opened through toward Tulse Hill, all the traffic thus being obliged to use the Streatham Hill side. The angle of Leigham Lane and Palace Road is being quickly covered with small semi-detached houses, which are very convenient for Tulse Hill Station.

Towards Lower Norwood the Thurlow Hall estate, with its quaint old house, is laid off in streets, and here and in the York Road adjoining operations are being pushed ahead. At the top of York Road is the Royal Circus, a plot of ground with hedges and small farm buildings, surrounded by old-fashioned solidly-built residences shaded by great trees, where it would be easy to forget that London is so close were it not for the constant passing of trains at the foot of the hill. South of the Circus there are still unspoiled fields, and Horne's athletic grounds and High View Park football ground. To the north, lower down the hill, is York Crescent, with the railway below, leading through the Knollys Road, with its tall semi-detached houses, to Leigham Court Road, while Leigham Valley Road, across the deep railway cutting, lined with the stereotyped suburban villa, runs to Tulse Hill. From Valley Road ascend two precipitous new streets, closely built up with small houses on both sides.

Leigham Court Manor was granted by Ela, the wife of Jordan de Sackville, in 1152 to the Prior and Convent of Bermondsey, and at the suppression of monasteries was taken by Henry VIII., and, passing through many hands, came into the possession of Lord Thurlow in 1789, after whose death the manor and 233 acres of land were purchased by Beriah Drew, who ran the Leigham Court Road through the property in 1839. The road is lined with large houses in extensive gardens from Streatham Hill to Streatham Common, and in it is St. Peter's Church, built in 1870, in the Early Decorated style, at a cost of about £7000. It is of red brick, and although without a tower is picturesque in outline, and is approached from the road by steep flights of steps. Close by the church a path to the eastward leads through open fields to Canterbury Grove and Lower Norwood. To the south behind the Jews' Hospital new roads are appearing, but there are still many open fields. This hospital, which

stands on the high ground overlooking Norwood Church, was founded at Mile End by Abraham Goldsmid, assisted by the late Duke of Sussex, for the support of the aged, and the maintenance, education, and employment of youth. In 1861 Barnet Myers presented 9½ acres of freehold land to the hospital at Knight's Hill, but lacking money the foundation was amalgamated with the Jews' Orphan Asylum and again with the Jewish Orphanage in Goodman's Fields, which was well endowed. These buildings were erected in 1876, and the children were moved in 1878. One

STREATHAM COMMON

The avenue of chestnut and elm is called "Johnson's Walk," after the distinguished guest of the Thrales.

hundred and sixty boys and one hundred and forty girls are taken care of and taught trades.

At West Norwood Station, Knight's Hill Road is lined with shops, recently erected to supply the growing neighbourhood, but they gradually stop as the hill is climbed. St. Julian's Farm Road is a new thoroughfare going through to Leigham Court Road, for the greater part built upon and with fine broad roads running north from it. To the south, however, the valley portion of the old farm, from which it takes its name, is still open ground, with portions under cultivation. The view from here of the Crystal Palace and the heights of Sydenham Hill is very fine. East of

Knight's Hill Road to the High Street is a poor neighbourhood as far as Chapel Road, mainly small shops and the dwellings of labourers. The Norwood Technical Institute is at the corner of this road, and across the way on the west side the fields are rapidly being built upon. Still ascending, some large Early Victorian stuccoed houses are passed, among others Lyndhurst, Ivy Bank, and the stately Portobello House, which faces fields on the south side of the hill. Among former distinguished visitors to Norwood may be mentioned Mendelssohn, who came here to recruit his health in 1829 and again in 1832. Knight's Hill meets Beulah Hill at Crown Lane, and here was formerly the Beulah Spa once celebrated for its waters and mentioned by Thackeray.

Westward along Crown Lane is the handsome new building of the British Home for Incurables, opened in 1894 by the Prince of Wales, and passing some picturesque houses overlooking the fields to the south, the beautiful high portion of Streatham Common is reached, and a really delightful distant view is obtained across patches of gorse and between large elms. On the horizon appears the grand stand on Epsom Downs, and the eye sweeps a great panorama from Wimbledon to Croydon. The Common contains 67 acres, of which the upper part still suggests the original charm of a Surrey common with its gorse and bramble, while the lower and larger portion is a steep slope of grass broadening out to a wide level stretch well suited for recreation. The London County Council have erected a band-stand, and with two keepers' huts watch over and maintain for the public a most attractive open space. All around the Common are dotted mansions with large grounds, though at the lower end new houses are gradually closing up the gaps and appearing in rows. The best known of the old houses are Park Hill and the Hill House on the north side and the Rookery and Well House on the south.

Behind the "Rookery," in what is now the kitchen garden, was the first spring of the once popular Streatham Spa. About 1670 the medicinal springs here were discovered, and at once the place—then named Lime Common—was famous. It vied with all the well-known "waters" of that day, but gradually interest waned and the well was closed at the end of the eighteenth century. At the south-eastern corner of the Common a footpath leads through the fields to Lower Streatham at "The Green," and here is a portion of old Streatham with its quaint houses and old farm buildings. A little to the south running under the main road is the river Graveney, named after the family of Gravenel, who owned considerable property here in the twelfth and thirteenth centuries. The stream flows through fields until it joins the river Wandle. Turning north on the high road, Streatham Lodge still stands surrounded by acres of meadows finely timbered, with a road of new houses between it and the Common. At the south-west corner of the Common the milestone marks seven miles to Whitehall, and here on the west side there is a group of shops, with Immanuel Church in the Early English style, built in 1854, facing the Common.

The square stone tower with a solitary pinnacle is a conspicuous feature of Streatham Common. A few of the old houses still stand here, with Streatham School, founded in 1785, but the majority have been rebuilt. From the Common north to the railway are houses, and beyond, shops commence again and with very little interruption continue to Cricklade Avenue. The north side of the Common called Coventry Park is built up to the lane leading through to the Valley Road with good houses with small gardens, but after passing north to the Valley Road this class of residence decreases. To the east all is still open to Leigham Court Road, with picturesque footpaths across the steeply-falling meadowland of the Park. Deepdene Road at the foot of the Park Hill is built up, and Oakdale Road—built up on the north side—faces a still open strip of ground. Wells Lane or Wellfield Road contains chiefly small cottages, and in Valley Road is quite a colony of little houses tenanted by the poorer classes.

On the east side of Valley Road is the only remaining Streatham Well that is open to the public, on the grounds of the Curtis Brothers. In a clean little pump-room the mineral water is pumped up fresh, and a considerable trade, both local and provincial, is still done. The date of this well is given as 1659. Sunnyhill Road is little built upon, and all is open fields from here east and west as far as Leigham Court Road. Sunnyhill Road—formerly Leigham Lane—leads into the busiest part of Upper Streatham. The Green, at the junction of the Mitcham Road, which has already been mentioned (p. 255), is under the care of the authorities, and below it was the so-called Manor House, lately pulled down to make way for shops. This house had no real right to the name, as the original Manor House stood on the site of Coventry Hall—nearer the Common—and was probably the residence of the Abbot of Bec.

Streatham, although so overlaid and hemmed in with modern accretions, is very old, and was so named from being on the Roman Stane Street which led from London to Arundel, *strete* in Saxon being a highway and *ham* a dwelling. In Domesday Book the Normans called it *Estraham*, but in all records of a subsequent date it is written *Stretham*.

This Stane or Stone Street has altogether disappeared at Streatham and the neighbourhood, and even the direction it pursued is in dispute. (The Strangate in Lambeth, as mentioned, may possibly have been the Westminster end of it.) The earliest mention of the village is in a document drawn up by Fitzwald and Bishop Erkenwald in the year 675 for the purpose of conferring a certain estate, amongst which was land "Apud Totinge cum Stretham," to the monastery of Chertsey, which house is recorded in Dugdale's *Monasticon* as founded in A.D. 666.

In Roman times there was probably a small station at Streatham, for traces of Roman work have been found, and in the churchyard coins nearly two thousand years old have been unearthed. The Norman name of *Estraham* was not a corruption

but a new name, probably given to the place by Ansgot, who held possession from the Bishop of Bayeux, whose monastery of similar name at Estreham was probably the origin of the effort to call this new property after the Norman town. The apparently needless interpolation of the *a* in Streatham is perhaps to distinguish it from being confounded with Stretham near Ely.

The parish church of St. Leonard is mentioned in Domesday Book, and contains, in what is known as the Crusaders' Porch, a mutilated effigy of a knight of the fourteenth century, under a Gothic canopy. It probably represents Sir John Ward of Surrey, the rebuilder of the church. In Henry V.'s reign the advowson and manor of Streatham formed part of the endowment of Eton College. The church register dates from 1538, and contains numerous references to the Alleyns, a branch of the family of the founder of Dulwich College. A relic of an interesting old custom can be seen here in the south vestry, where the twenty pigeon-holes in the wall are for the Howland dole of bread to poor parishioners. The neighbourhood was formerly a dangerous one for travellers, for the churchyard contains a number of bodies of persons found murdered on the roads by footpads. A tablet on the end of the church tells how the spire was destroyed by lightning on January 31, 1841. The rectory adjoining, besides being one of the oldest buildings of what was formerly the village, has a place in history, for it was in the study that the great Reform Bill of 1831-2 was drawn up by Lord John Russell.

North of the church is the "Shrubbery," a charming old house, and opposite is Bedford House—once the residence of a Duke of Bedford—now hidden behind a row of shops. The White Lion Inn, one of the old road-houses in the coaching days, still stands on the west side of the High Street, but is rapidly being hidden by a new house. Another of the old coaching inns—now rebuilt—the Horse and Groom, was formerly extensively patronised by George IV. when Prince Regent.

On the east side of the High Street, at the corner of the Pinfold Road, stands a Free Library, the gift of Sir Henry Tate of Park Hill. It is an admirable stone building, with the usual departments for lending and reading. Streatham High School adjoins this library on the east. Pendennis Road contains the Trinity Presbyterian Church, a small brick building, beyond which there are open fields. To Streatham Hill station the road is lined on both sides with large houses except at the sixth milestone from London, where a few modern villas are appearing on the east side. Passing the railway station a change takes place at once. The west side of the road is still bordered by large houses with tree-shaded gardens, but the east, on the Leigham Court Estate, has been cut up into treeless "avenues" of fairly well-designed and well-built terraces of bijou villas, where the clerk in receipt of a small salary can set up a miniature home. Streatham Hill House still stands on the hill with fine forest trees and cedars round it, but is now used as an office and storehouse for the works, with Cricklade, Barcombe, and Amesbury Avenues all building farther

east up the hill. The frontage of the property on the main road is lined with good shops, very well finished, like all the houses on the estate.

The cable tramway is in running order and in use to this point, and only seeks further powers to push through to Croydon. Since the advent of the cable the gradient of the road and all the pavements and garden walls have had to be altered, making Streatham Hill a perfect road. Opposite Telford Avenue is the Power House of the Cable Company, a large undertaking, which has helped greatly to build up the district. In the Wavertree Road is a branch of the Streatham Hill and Brixton High School for girls, built in 1894, and east of this the Wyatt Park Estate is still vacant fields, used by local athletic clubs. In the Daysbrook Road houses are being erected, and as this estate is to let, it will not be very long before it is all built upon. Next to the Cable Power House is the building of the Royal Asylum of Queen Anne's Society—a large house in wide grounds. In Christchurch Road is the church and its schools, from which the road is named. The church was consecrated in 1841 and cost about £8000; the schools were erected in 1844. The Byzantine Campanile is 113 feet high. The roads here being private property all heavy traffic is forbidden—and funerals are not allowed to pass through them. Behind the church is still open, but Holmewood Road and Gardens are plotted on the space, and building is even now commencing. North of this, at the junction of Upper Tulse Hill and Brixton Hill, the neighbourhood is composed of small houses and terraces crowded together.

The east side of Brixton Hill is composed of good houses standing well back from the road, but the opposite side is given over entirely to trade. The Telegraph Inn—named from the Semaphore which stood near—stands at the top of the hill, and with its large open yard is a favourite stopping-place for the market-gardeners on their way to and from the City. The Brixton end of Upper Tulse Hill is mainly small houses and shops, as in Somer's and Champion Places, but northwards a mass of clean new streets is to be found. Elm Park is still rural, but on the grounds of Raleigh House and the Beechdale Estate everything is new.

From Josephine Avenue to Elm Grove the ground is covered with finished streets and streets in process of building; in these latter the roadways and footpaths are almost impassable for mud. Josephine Avenue and Helix Gardens and Road are well laid out, with wide open spaces before the houses, which are of a superior class. Raleigh Park, with the old gates, ornamented with coats of arms, and the lodge still standing, has a temporary iron Baptist Chapel erected at the south-east corner, with the Arodene Road running through the estate. The Fairmont Road is another of the new roads on this property, with Raleigh Gardens adjacent facing Brixton Rise—a row of fine houses standing back from the road, with the well-grown trees carefully preserved. Beechdale Road is rapidly nearing completion and off this are several minor roads, all in various stages of development, but at Leander Road there is still

some waste ground, and on this one may find gipsy caravans in camp, the men occupied in making baskets, and women and children busy at other pursuits, with dogs prowling round the vans. Returning to Brixton Rise, at the north-west corner of Cornwall Road, with shops built up to the grounds, is the Ivy House, a solidly built place, surrounded by an old ivy-covered wall with a notice board announcing the spacious kitchen garden to let. On the east side, north of Water Lane, are the handsome Gilbert Villas with spacious carriage drive, at the back of which is Church Road, and from here to the church is a line of large houses, one of them tenanted by the Rochester Diocesan Church Girls' Society.

CHAPTER XXIII

DULWICH—LOWER AND UPPER NORWOOD

From Herne Hill, along Norwood Lane, past the Cemetery, up High Street, Park Road (or Elder Road), Central Hill, Westow Hill, past the Crystal Palace, along Sydenham Hill to Lordship Lane, to East Dulwich, past Goose Green to Grove Road, to Champion Hill (Denmark Hill) and Herne Hill.

Leaving Herne Hill and passing up Norwood Lane, Brockwell Park is on the western side. This property, long held by a family of that name, has lately come into the possession of the London County Council, and is laid out by them as an immense pleasure-ground for this rapidly growing community. The old Hall stands in the middle of the park, on a slight eminence, in almost the centre of the 78½ acres which comprise the grounds. An abundance of stately elms, harbouring a large colony of rooks, give dignity to the park, and with its broad grassy slopes and ornamental water make it one of the best open spaces near the City. The Hall is used as a restaurant and head-quarters, with a gymnasium in what was the stable yard, and a large band-stand to the north of the house.

Up the Norwood Lane, a little above the gate of Brockwell Park, on the east side, is Croxted Lane, once a beautiful country lane leading to West Dulwich, but now lined with buildings for the greater part of its length. Operations are just commencing at the Herne Hill end to start building again, and the fine old trees are being cut down and drains about to be laid. It was along this lane that the Canterbury Pilgrims are popularly supposed to have made their way by the banks of the lost River Effra, which a few years ago ran through Herne Hill. A few traces of the stream and its tributaries can still be seen. The bridge under the Chatham and Dover Railway south of Turney Road spanned one of its windings. This river, dried up by the Southern Main Drainage Scheme, and now built over, rose in the Convent Garden at Norwood, crossed the site of Norwood Cemetery, ran over the Rosendale Road and followed the valley line along the Croxted Lane to Herne Hill; swelled meanwhile by tributaries which rose at Sydenham Hill, where the Fountain Road now stands, and at Dulwich village, the bed of the stream being still plainly seen on the Springfield Estate. It then flowed along to Water Lane and the Effra Road in Brixton, but its course is described in detail in the last chapter of this volume. The

name is supposed to be a corruption of Y'frid, the Celtic word for a torrent, which was very applicable to it when surcharged with rains. This lane was a favourite walk of Ruskin, who spent fifty years at Herne Hill, which is said to have derived its name from the herons that frequented the River Effra.

From Croxted Lane to the west, over the brow of Knight's Hill and south almost to Thurlow Park Road, there are still fields, but along the line of the roads a few houses are beginning to appear at intervals. At the north end of Rosendale Road the contractors are clearing the lots for active building as far as the Brighton railway arches, and beyond, to the south, the massive red-brick church of All Saints dwarfs

LORD THURLOW'S SEAT ON KNIGHT'S HILL.
From a print published in 1805.

the houses between it and Thurlow Park Road. The name of Knight's Hill, probably so named from one of Alleyn's tenants, now only applied to the hill in these fields, at one time covered a wide district, for even Norwood Common in the old maps is marked Knight's Hill Common. Knight's Hill Farm, the residence of Lord Thurlow, was here, somewhere near Thurlow Park Road. He owned a great deal of property here, having purchased Brockwell Green Farm in 1785, and the Manor of Leigham Court in 1789. He employed Henry Holland, the architect of old Drury Lane, to build him a house on his property, which when completed had cost so much that he refused to live in it, and remained at Knight's Hill Farm. Norwood Lane is residential as far as Tulse Hill, where shops begin on both sides, continuing to Norwood with a few breaks between. There are a few Georgian houses still left in Church Road,

but they will soon follow Thurlow Hall, a quaint old weather-boarded house, which stands back on the west side of the street, soon to be demolished and the estate cut up into streets, now being laid out in the fields behind the old mansion. To the east of Church Road, as far as Rosendale Road and southwards to Cemetery Road, new houses appear everywhere, but there is still some open land in this section, in front of Park Villas and east of Balstone Road.

Eastward along the Norwood Cemetery wall leads into Park Road and West Dulwich. Old Rosendale Hall, dating back to 1658, still stands, though its lands at the back have been sadly curtailed. The Manor House which stood at the end of Croxted Road was of pre-Elizabethan date, and a fine specimen of the architecture of the period, with its great hall and wide staircases. It was formerly known as Hall Place, or Knowles, and was ruthlessly destroyed a few years ago to make room for a row of shops. This is said to have probably been the residence of Edward Alleyn during the building of the College in Dulwich, and perhaps at an earlier period the summer resort of the Abbots of Bermondsey. The rapid growth of West Dulwich has been provided for by the shops which are at the top of Croxted Road, and which have greatly interfered with the trade that formerly went to Norwood. Alleyn Road, Alleyn Park, and Palace Road running south, side by side, towards Gipsy Hill, are all good residential roads, with only a few gaps not yet built upon. Between Alleyn Road and Rosendale Road some of the old Manor House grounds are still vacant, and though the grounds of Normanhurst and Belvedere have been plotted out since the old houses were pulled down, there still remains a couple of fields untouched in the rear. In Hamilton Road, south of this open ground, is Emanuel Church, in the midst of a poor neighbourhood of small workmen's cottages and two-story houses, with the little shops that cater for low wage-earners.

At the southern bend of Hamilton Road are the United St. Saviour's Almshouses, a collection of London Almshouses moved to this plot of ground and united. On the left the block is the gift of Edward Alleyn, in 1646, the original buildings of which stood in the Soap-yard in Southwark. The centre block of sixteen houses and a chapel, originally the College or Hospital for the poor in St. Saviour's, Southwark, were founded by Thomas Cure, saddler to Queen Elizabeth, in 1597, and rebuilt here on account of the Charing Cross Railway getting their site in 1862. The west wing bears tablets of the donors' names, dated 1685, 1690, and 1709; the north wing and the other buildings being erected by subscription in 1703 and 1832. A pleasant garden is in the quadrangle, and the occupants have very cheerful quarters in this quiet spot. Towards Gipsy House Road the neighbourhood again lapses into small holdings with shops to match, but in the main road it improves at once.

Gipsy Hill is named from the Norwood Gipsies, who in times gone by swarmed among the wooded hills, but after the enclosure of Norwood Common in 1808 they gradually drifted towards the Dulwich Woods and Lordship Lane, and being again

driven on to the road they disappeared. These gipsies were famous in their day, and it is related how they were visited by George III., when Prince of Wales. Pepys also saw them, and tells us that "this afternoon, my wife and Mercer and Deb went with Pelling to see the Gipsies at Lambeth and have their fortunes told, but what they did I did not enquire" (*Pepys's Diary*, Aug. 11, 1668). The most celebrated of the tribe and the "original Norwood Gipsy" was Margaret Finch, who about the junction of the seventeenth and eighteenth centuries came here to live, and of whom it is related that from constantly sitting in the same position it was discovered at her death in 1740, at the age of 109, that her limbs could not be moved, necessitating burial in a deep square box—a prehistoric attitude worthy of a member of a class which

A COTTAGE AT DULWICH

avoids the civilisation of its period. Her funeral was largely attended at Beckenham Parish Church. Old Bridget, the last Queen of the Gipsies, was buried in Dulwich churchyard in 1768.

The old "Oaks" mansion, facing the Paxton Inn—named after the architect of the Palace—still stands, but the grounds, though not yet covered, are in the builders' hands. It is a fine old house, and beautifully situated on the rising ground. To the west, up Gipsy House Road, is a Board School at the foot of Salter's Hill, which rises abruptly to Central Hill, and is still mainly open fields. In St. Gothard Road are two miserable little brick cottages mentioned as of gipsy origin, which, squatted as they are in a large open space, with pigs and chickens about the doors, look clearly out of place, but owing to a complicated legal point are allowed to remain.

Norwood Cemetery covers some fifty acres, and was one of the earliest suburban

London burial-grounds, having been established in 1837. It is now in a thickly settled part, and is rapidly being filled. Many noted dead are buried within its confines. Facing the burial-ground, a row of houses, Oxford Terrace, has lately been built, in the gardens of the houses fronting on Park Villas. Opposite the Cemetery gates stands the Church of St. Luke, built in 1825, in the classic style, and one of the four district churches of the Parish of Lambeth. On the east side of the High Street, opposite the fine new fire station, is a poor collection of houses backing on the graveyard, and chiefly inhabited by labourers. The road makes a sharp descent under the railway at West Norwood Station, and then rises as suddenly on

"A VIEW OF MRS. NESBITT'S (LATE THE EARL OF BRISTOL'S) VILLA, NEAR THE HORNS IN NORWOOD"

From a print published in 1786.

the other side, with shops on both sides and the alleys at the back full of small cottages, the homes of the workers in the vicinity. Gipsy Road is well settled and also contains a Board School. Up Elder Road, the continuation of the High Street, the west side is mainly comprised of small houses, but on the east is Clifton Lodge, standing in large grounds, with open fields behind. The Norwood National Schools, established in 1825, with an Infants' School built in 1850, are on the west side of the road, and still farther up the hill are the long range of buildings of the Lambeth New Schools for children chargeable to the parish, the church belonging to the institution, the old schools, and the outdoor relief station standing in grounds which extend to Crown Hill and westward half-way to Knight's Hill Road. In striking contrast to

these bright clean buildings are the tumble-down thatched cottages standing in the fields across the road, surrounded by garden patches and old outbuildings, and with no footpath on the main road the whole length of their frontage. Norwood Roman Catholic Convent is on Central Hill, a very large building standing in a spacious park and secluded behind the high brick walls, with which the infallible Church keeps out the observant eyes of the "unfaithful." Salter's Hill Road runs over the hill towards Dulwich, with fields to the north and the residence of Mr. Tritton—"Bloomfield"—to the south. Still mounting, Westow Hill is reached, covered with residences, and to the east the valley below Gipsy Hill is seen, completely built up with a network of roads.

Gipsy Hill descends quickly from the Crystal Palace level through a maze of small streets and shops past the Brighton Railway Station to West Dulwich, and is the centre of a very busy section. A Board School in George Street and Christchurch at Woodland Hill are conspicuous, but lower down the residences improve until at the foot the Avenue, with its spacious open green in front, leading into Dulwich Wood Park and on to Farquhar Road, is lined with pleasant residences.

Crystal Palace Parade leads along the crest of Sydenham Hill to Lordship Lane and on to Denmark Hill through wide roads lined with residences of the opulent suburban classes. The view from the Parade over Dulwich towards London is worth coming some distance to see, the remains of the wood and fields, with Dulwich College in the foreground and Westminster and St. Paul's backed by the northern heights of London, making a beautiful panorama. The elevation here is given as equal to the Cross of St. Paul's, and ensures a healthy bracing atmosphere. Dulwich College Road leaves the hill here and rapidly drops down past rows of mansions to the valley, passing Fountain Road and the Rockhill reservoir of the Lambeth Water Company. On the eastern side is all that is left of the once wide-spreading Dulwich Woods, now cut up into sections that are let with the mansions on the hill above. To the west, in ample grounds, is a large modern house—"Kingswood"—standing in the meadows which run back to Alleyn Park, a monument to the success of a beef extract now a household name everywhere. On this property were made most of the bricks for the High Level Station and those used in arching the tunnel on the Chatham and Dover Railway between here and Penge. St. Stephen's Church, South Dulwich, and its rectory are in College Road, close by Sydenham Hill station. The church was consecrated in 1868, and is built on land given by the Dulwich College governors. Built of stone, with a lofty slated spire, it is very conspicuous on the side hill. Below the station the west side of the road is built up with detached houses as far as Union Road, with open fields surviving to the east to Lordship Lane, Dulwich Wood House and farm and The Grange being the only buildings on that side. Just before Union Road is reached the Penge Road toll gate bars the road—one of the few survivors of the old turnpike gates—and with its board of

DULWICH COLLEGE

Designed by Barry, and opened in 1870 by the Prince of Wales.

rates for horses, cattle, and so on, and the keeper—Mary Purdy,—who has been in charge for many years, is quite a curiosity. The College Pound was formerly here, but was removed to the end of Croxted Lane in 1862.

A glance round this neighbourhood and towards the old College hardly conveys the idea that this quiet village and its surroundings are only five miles from Cornhill, but the charm and seclusion are probably due to the fact that until comparatively recently the nearest main road to the south passed through Streatham, the only road from Dulwich being to the village of Sydenham. Priscilla Wakefield, in her *Perambulations*, published in 1809, says Dulwich "is a hamlet to Camberwell, and is pleasantly retired, having no high road passing through it."

On what was formerly Dulwich Common stand the buildings of Dulwich College, the modern school, which took the place of the old College of God's Gift, founded by Edward Alleyn in 1619 and erected in the village of Dulwich, half a mile to the north. These new buildings, in the style of northern Italy in the thirteenth century, were built from the designs of Barry, and opened in June 1870 by the Prince of Wales. The schools comprise three distinct blocks —a central building, containing an entrance hall, great hall (92 feet by 43 feet), lecture theatre and laboratory; library, with the mantelpiece formed of a portion of Queen Elizabeth's barge, and Governors' board-room; and the two wings connected with the central building by corridors or cloisters, that on the north being devoted to the senior school, the juniors using the southern wing. The cost of these new schools was about £100,000, and the buildings provide accommodation for some 700 boys. The school stands in vast playing-fields, extending from the Common as far south as Union Road and to the Park Road on the west. Dr. Carver, under whom the school was raised to its present high position, retired from the head-mastership in 1882. The Common on which the school stands consisted of 130 acres, and was enclosed in 1805, but though it had long been open common ground, it was really part of the estate purchased by Alleyn. Rocque's map of 1746 marks the site of a mill at the corner of the Common, which stood till just before the College was erected, near the Mill Pond, now enclosed and formed into an ornamental lake. Some very old cottages still stand to the south of the pond opposite the College gates. Of the many old houses near here the best known are probably the Blew House and Rye Cotes, both on the Common, the former in its original state, the latter rebuilt. Facing the grounds of the College are many fine old residences, several of which are lodging-houses for boys who come from a distance to attend the school. To the east of the Mill Pond, Dulwich Common Lane leads to Lordship Lane, with a few houses at the western end, but for most of its length traversing fields. On the north side is the newly acquired Dulwich Park, a beautiful tract of 72 acres on the site of the "Five Fields," given to the people by the governors of Dulwich College, a magnificent gift of which full advantage has been taken, the

land being beautifully laid out, extending on the west side as far as College Road in Dulwich village and eastward nearly to Court Lane and Lordship Lane. The corner of Dulwich Common Lane and Lordship Lane is an interesting spot which has undergone many changes. Originally the site of the Green Man Inn on the verge of Dulwich Common, it was later the residence of Lord Thurlow the famous Lord Chancellor, who lived here many years. Then a very different establishment arrived on the scene, the school of Dr. Glennie, amongst whose pupils was the future Lord Byron, whose favourite haunt was the Dulwich Wood, where he made friends with the bands of gipsies frequenting it. In 1825 the school disappeared, and

MILL POND COTTAGES, DULWICH, NEAR THE COLLEGE

another inn was built by an old college servant named Bew, by whose name the corner is still known. This was also the site of the Dulwich Wells or Spa, the waters of which were cried about the streets of London as far back as 1678. The Spa was a chalybeate spring adjacent to Bew's Corner, then occupied by the Green Man Inn, and shown in Rocque's map of 1746 with the Dulwich Wood running right down to it. As there were two or three so-called Dulwich Wells, there has been more or less uncertainty as to their position. One spring was at the Blew House on the Common, and Evelyn, in his diary (September 2, 1675), mentions "Sydnam Wells" in Lewisham Parish as much frequented in summer, and further, in 1677, August 5, says, "I went to visit my Lord Brounker now taking the waters at Dulwich." "So you see," adds Dr. Webster, "there were two distinct spas within a mile, but in different parishes and counties, as Dulwich is in Surrey."

From this corner past the Church of St. Peter runs Cox's Walk, a pleasant wooded path uphill, over the railway, and on to Sydenham Hill, named after Francis Cox, who, in 1730, when landlord of the Green Man Inn, obtained the privilege of cutting a footway through the woods then known as the Fifty Acres, with the condition that he reserved on each side of the walk half a rood of wood unfelled. It is due to this fortunate proviso that the beautiful shady grove exists to-day, for the rest of the fifty acres have vanished. Charles I. and his court came to the wood to hunt. The size of the woods may be imagined from reference to the map, which shows the boundaries as from Dulwich Common to Norwood Road, south to Croydon, and through Penge and Forest Hill to the Common again at Lordship Lane.

In this neighbourhood at the beginning of the present century the famous artist David Cox spent years sketching the gipsies and making drawings on the Common. Lordship Lane to the south is lined with residences, and to the north on the east side are a few shops among the private houses. A new fire-engine station is on the rise near Court Lane, a beautiful building, seen from far and near. At the corner of Court Lane stood a turnpike gate until quite recently, and passing down towards Dulwich village on the north side is "Manor Rise" with its old roadway and big gates, long since out of use, facing on the lane with the old house within a high brick wall on the Lordship Lane side. The road all the way to the old village is rural, with no pavements and lined with hedgerows and ditches. "Blenheim" and "Court Farm" are to the south, with fields on both sides of the road. This lane takes its name from a large property in it called "Dulwich Court," and in the Inventory of 1609 Court Mead was said to consist of 10 acres. It was in the possession of the Calton family, and "Dulwich Corte," Hall Place, and three other messuages in "Dulwich" were mortgaged by Sir Francis Calton to Robert Lee, Lord Mayor of London, on December 17, 1602, for £600. Alleyn paid off the mortgage in 1605, and acquired full possession of the property shortly afterwards. Portions of this are now included in the Park which adjoins the Court property. The west end of Court Lane enters Dulwich High Street below the Old College.

The origin of the name Dulwich is ascribed to De la Wyk, who held land in the parish of Camberwell about 1100, but it is not mentioned in Domesday Book. It was evidently at that time an insignificant village, and even during the time of Charles II. the number of persons assessed to the hearth tax was under forty. The first mention of the Manor of Dulwich is in the year 1127, when it was given by Henry I. to Bermondsey Abbey, and at the Suppression of Monasteries was granted to Thomas Calton, and by Sir Francis Calton alienated to Edward Alleyn in the reign of James I.

In 1539 the Abbot of Bermondsey—for by this time the priory had been exalted to the rank of an abbey—"voluntarily surrendered" his domains, and received therefore a pension of £333 per annum, while the property, including the

Manor of Dulwich, passed to the Crown. The "Old College," or Alleyn's College of God's Gift, situated at the apex of Gallery and College Roads, and now used as an almshouse, was begun in 1613, finished in 1616, and formally opened in 1619. The buildings, according to Oldys the antiquary, were designed by Inigo Jones, but of the original very little remains, nearly the whole structure having been restored and rebuilt from time to time.

Edward Alleyn, to whom Dulwich is so greatly indebted, was born in 1566 in

DULWICH COLLEGE IN GEORGIAN DAYS

Allhallows, Lombard Street, and going on the stage at an early age, quickly won renown. Later on he became sole proprietor of the Fortune Playhouse in Whitecross Street (where Playhouse Yard to-day points the locality), also part proprietor of a bear garden on Bankside, and keeper of the King's bears. After amassing a considerable fortune he bought the Dulwich estates in 1606, and having retired from the actual work of the stage, but still owning the Playhouse and holding the office of the Master of the Bears, he superintended the erection of the College, lived to see it finished, died there in November 1626, and was buried in the College chapel. The deed of foundation is dated April 13, and the letters patent bear date

IN COLLEGE ROAD, DULWICH

One of the large Georgian houses built when the village of Dulwich was one of the most sequestered spots near London.

of June 21, 1619. It was established for a master, warden, four fellows, six poor brethren, and six sisters, twelve scholars, six assistants, and thirty out-members. The endowment consisted of the Manor of Dulwich and lands and tenements there, some lands in Lambeth, lands in the parish of St. Botolph, Bishopsgate, and the Fortune Theatre. The revenues, originally amounting to about £800 per annum, had grown under the estate governors to £23,448 in 1892. College fees amounted to £13,016, from endowment came £4000, with £4273 for the Alleyn School fees, and yet the greater part of the estate is still unbuilt upon.

The College underwent many vicissitudes, and during the Civil War had its full share of the general confusion; the master and warden did not take an active part, but the fellows were in arms for the king, in consequence of which the fellowships were sequestered. In 1647, Fairfax's army being then at Putney and Fulham, a company of soldiers, under the command of Captain Atkinson, was quartered in the College, for which they received the sum of 19s. 8d., a poor recompense for the destruction of their organ and other outrages the soldiers committed. A tradition is yet current in the College that they took up the leaden coffins in the chapel and melted them into bullets, and stabled their horses in the vestry.

Behind the College is the famous picture gallery. The collection may be said to consist of two parts, the original College pictures left by Alleyn and Cartwright, chiefly remarkable for their historical association, and the Desenfans collection. In the latter part of the eighteenth century Stanislaus, King of Poland, commissioned Desenfans, a London picture-dealer, to form a collection of old masters to found a national gallery for Poland. At the downfall of the Polish Empire the pictures were left on the dealer's hands, who at his death, in 1807, bequeathed his splendid collection to Sir Francis Bourgeois, by whom they were intended to form the nucleus of a national gallery for England. In 1810 he died, leaving the pictures to Margaret Desenfans, to pass to Dulwich College at her death, which occurred in 1813. The gallery was built under the direction of Sir John Soane, and opened in 1817.

It was to Dulwich Mr. Pickwick retired after the dissolution of the Pickwick Club, and the house which Dickens is supposed to have had in his mind is the one opposite the Grove leading from College Road to Gallery Road and adjoining the Bell House. From the New College to the Old the road for most of the distance passes fine old residences standing well back from the road in picturesque grounds shaded by big elms. The Bell House is the most noticeable of all on account of its dignified Georgian architecture. The fine grove of elms runs through to Gallery Road, and the grounds of "Belair," now occupied by Mrs. Spicer, situated in meadows running to the railway on the west, include one of the tributaries of the river Effra. The house is a fine old residence, standing in some 40 acres, and was built in 1780 by Adams of the Adelphi.

From College Road to Half Moon Lane there are still many open fields mainly

used by clubs as athletic grounds, and for tennis and other games. In these meadows are the noted Herne Hill track and the cricket-field of the Greyhound Inn, which is one of the oldest inns in this district, and the head-quarters of the Dulwich Friendly Society established in 1717. This house was also the head-quarters of Sir Joseph Paxton during the erection of the Crystal Palace, and among its summer visitors were to be found such notable men as Charles Dickens, Thackeray, Mark Lemon, and Daniel Maclise. At the Old College gate is the five mile stone from the Exchange in Cornhill, and directly in front a fine drinking fountain, used also as a guide-post to the different roads, and erected to the memory of Mr. George Webster, who in his sixty years' residence in Dulwich did so much for the good of the place. The Dulwich Working Men's Reading-Room is at the south-west corner of Burbage Road (named after the great Elizabethan actor), which cuts through the fields to the north-west and enters Half Moon Lane at the Springfield estates. This road is free from houses saving a few at the Herne Hill

DULWICH PICTURE GALLERY

end on the east side. Between Burbage Road and the Greyhound the land is to be let on lease by the College estate, in fact almost all over the Alleyn domain the boards offering the land for building are seen. On the east side of the High Street the houses are generally old-fashioned, with small cottages between, for the most part in pleasant gardens with an abundance of fine trees, including one very fine cedar, and the same quiet country aspect of last century can be seen in the Dulwich of to-day.

A very quaint collection of old houses is Boxall Row on the west side of the street with the Turney Road adjoining. There is a Board School at the corner, and cottages appearing on the way to its junction with Rosendale Road. Opposite at the Court Lane angle is the old parish churchyard with its fine wrought-iron gate with an hour-glass worked in the scroll at the top; the tombs, which are moss-covered and discoloured with age, are said to be waiting for one more body, when the last will be closed. To the north, Calton Road leads over the fields towards Elm Lodge, with the unfinished Church of St. Barnabas standing on the top of the ridge to the right. There are many fields here, and over the ascent is Townley Road,

with the new Alleyn's College for boys—the lower school—standing in ample football and cricket grounds, built to accommodate 500 boys. Elm Lodge, with its fine trees and grounds, is low and square, and stands picturesquely at the north-west corner of Lordship Lane, which has dropped rapidly downhill to this point lined on both sides with rows of new houses. Here the residences are good, but towards Goose Green everything gives way to shops, which have a busy neighbourhood to rely on for trade. Going west along East Dulwich Grove, the shopping portion continues to Melbourne Grove, with occasional patches farther on. The enormous

DULWICH COLLEGE AT THE END OF THE EIGHTEENTH CENTURY

pile of buildings for the St. Saviour's Infirmary was built here in 1886. It consists of four main pavilions connected with covered bridges, and has the main offices in the centre. The buildings run far out into the fields towards Champion Hill. Towards North Dulwich the Grove is a fine wide road, with large houses on both sides and a number of good side streets, also well laid out and all built upon. At Green Lane is a new Presbyterian Church, with James Alleyn's School for girls, founded in 1741 and reconstituted in 1882, with a capacity for 300 scholars. Green Lane beyond the Brighton Railway runs due north, through fields all the way, up to the summit of Champion Hill. These fields to the east as far as Grove Road are all used by suburban clubs as recreation-grounds, the largest of them nearest the railway being used by St. Olave's Grammar School; those to the westward are the

grounds of the mansions on Herne Hill, one of the principal being the residence of Sir H. Bessemer.

Champion Hill, so named from Sir Claude Champion de Crespigny, a former owner, is approached from Lordship Lane, past Goose Green, through the Vale, in which, on the south side, is a large space, formerly a nursery, now in the building market, and a temporary Board School, with small houses and shops all along the winding road to Champion Hill Station. Dog Kennel Hill is ascended, between hedges and the open country on both sides, to the Hill proper covered with old mansions, with a magnificent view to the Sydenham heights from The Terrace. A couple of older properties have been pulled down at the top of Green Lane, and new modern villas are being erected. Denmark Hill on the north side and Herne Hill have long been built up with dull middle-class houses standing in fairly large gardens, but on the south side the houses are widely placed. A new road, called Sunray Avenue, has just been cut through down the hill to Dulwich, at Red Post Hill, and all the adjoining ground is to let for building purposes. Opposite Poplar Avenue stands the well-known Casino House, and next to it is Calton House. Beyond these two roads, Holmdene Avenue and Hollingbourne Road, recently opened to Half Moon Lane through the fields, are rapidly being built up. St. Paul's, Herne Hill, stands in the open ground overlooking the rapidly growing parish at the foot of the hill, for behind the old Half Moon Inn, now rebuilding, the Stradella Road is being pushed to the south, in the grounds of the Springfield estate, where the bed of one of the tributaries to the Effra can be plainly traced.

In Burbage Road are some new houses, but beyond the Brighton Railway arches there is open land, save for one or two small antiquated farm buildings. To the east as far as Surrey Lodge, Half Moon Lane is built upon, and at Elm Lodge in the garden can still be seen the shell of the enormous elm tree which measures some 36 feet in circumference, and can give seating-room to thirteen persons. Surrey Lodge; The Beech House; St. Austin's facing the Green; the Pond House, named after the long pond formerly here; and the White House, at the corner of High Street, Dulwich, are all old houses, which stand out prominently from the new semi-detached villas so rapidly going up in the district. Farther on, opposite the old burial-ground, the village stocks and cage stood at the corner of the pathway across the fields leading to Camberwell, but they have vanished with the greatest part of the rural charm, which not many years ago was the happy possession of the village of Dulwich.

DULWICH (Second Part)

North. Church Street and Peckham Road.
East. Victoria Road, M'Dermott Road, Peckham Rye, and Forest Hill to the railway.
South. London, Chatham and Dover Railway.
West. Denmark Hill, Grove Vale, Lordship Lane.

To the south of Camberwell Green the lower side of Church Street is composed of shops as far as St. Giles' Churchyard, and in the High Street the tradesmen are close together as far as Love Walk, beyond which, up Denmark Hill, large houses, standing well back from the road, continue to the summit. Behind the shops fronting the Green is a large omnibus yard and stables and one or two very poor alleys—the only squalid portion in the Dulwich district. Overlooking these is Camberwell Green Chapel in Wren Road, which was built on the site of a fine old mansion—demolished in 1855, long known as "The Old House on the Green," and said to have been a residence of Sir Christopher Wren. In Grove Lane and Camberwell Grove are a few old-fashioned shops, but in both roads these quickly give way to residences of the better class that stretch to the top of the hill. In the Grove is the Mary Datchelor School for girls, with a large playground. It was established in 1726, and is now housed in a modern red-brick building. Opposite, up a narrow turning, backing on to the churchyard, are a score of small one- and two-roomed wooden tenements ranged round a courtyard and shadowed by tall trees.

The Church of St. Giles—the parish church of Camberwell—stands in a large yard closely filled with gravestones and family vaults, in which, however, no interment has taken place since 1854. The church site is very old, and though there is no record of the original building, it may have been erected about sixty years after the landing of Augustine (A.D. 597). It is mentioned in Domesday Book, with 63 acres of meadow-land attached, and in Stephen's reign (1152) the original structure was probably rebuilt, or greatly altered and added to. In 1154 this benefice was given by William de Mellent, Earl of Gloucester, "to God and the monks of St. Saviour Bermondseye," and the grant was confirmed by Henry II. in 1159. Most of this building survived till 1841, when on the night of Sunday, February 7, it was burnt down. The present spacious church was consecrated on September 23, 1842, and cost about £24,000. The church registers commence in 1558, and have been well kept. From them it is seen that the Plague was severely felt here in 1603, 1625, and 1665. Under the year 1684 are the names of such persons as were touched for the King's Evil, "a circumstance," says Lysons, "which I have not observed in any other register." But Lysons presumably had not seen the registers of Clapham Parish Church, which go back to 1551, and, as already mentioned

in the account of that church, include a similar reference to persons touched for the King's Evil. In the reign of Charles I., fighting took place in the Camberwell streets, and many of the leading inhabitants, who had espoused the cause of the king, had their property confiscated. An entry, dated August 1, 1647, mentions that "the same day was buryed a man that was killed upon the highway by the souldgers." Many instances of longevity are given, such as: Elisabeth Jones aged 125 buried Nov. 22nd 1775. William Hathaway aged 105 and Rose his wife, aged 103, who bore a son at the age of 63. The churchyard contains the family vault of the De Crespigny's, and many other well-known local families. A curious detail in connection with this church is that the gargoyles of the tower have been carved to represent the heads of prominent members of the Government of the period—a circumstance only recently noticed.

Camberwell Grammar School, established in 1615, is housed in a modern red-brick building in Wilson Road, named after the founder, Edward Wilson. Through the churchyard is a pathway leading across the Grove to Love Lane and on to Coldharbour Lane through a quiet neighbourhood. In Grove Lane is Camberwell Hall, erected in 1851, now in use by a mineral water company, but formerly the Assembly Room for dances attached to Grove House—at one time a noted resort standing in extensive grounds, of which the Camberwell Tea Gardens formed a portion. The present Grove House is a modern inn, standing back from the road with a frontage on the Grove. In the Grove stood Fountain Cottage, notorious at one time from its association with the tragedy of "the London Merchant, or the History of George Barnwell," it being pointed out as the residence of the murdered uncle. Ascending the hill, large houses are in all the roads, but here and there new terraces of small ones are springing up. De Crespigny Park is also a residential street of large detached houses with good gardens, and to the south is Windsor Road, with a German Church facing Denmark Hill Railway Station and Champion Park. The names of the principal streets in the neighbourhood are taken from the family of De Crespigny, who were refugees from France and settled in this district early in the eighteenth century. Their seat was Champion Lodge, pulled down in 1841, standing in a park of some 30 acres, which has long since been entirely built over. At the eastern end of Champion Park is a large skating rink, and at the other is the Fox under the Hill Inn. The original house was very old, and formerly known as Little Denmark Hall, and was the starting-point of the Dulwich patrol. The old watch-house and cage stood near here on the east side of Denmark Hill.

Champion Hill—formerly Dog Kennel Lane—is lined for the most part with large mansions in ample grounds, and continuing to the east meets Grove Vale. In the Grove stands Grove Chapel, and opposite is Lettsom Road, named after the famous Quaker physician and philanthropist Dr. J. C. Lettsom, who at the beginning

of the century lived on the Hill and was widely known. Passing The Crescent with an open space in front, Grove Park is reached. This fine road, recently cut through, joins the Craigallion Road, and goes on downhill to Peckham, overlooked with villas in the Queen Anne style. Grove Park Road adjoining, built on part of the old Lettsom property, continues on to Chadwick Road, and here a good deal of building is going on, smaller houses closer together taking the place of the fine old mansions, of which the best remaining specimen is Grove Hill House, which, surrounded by magnificent trees, faces Grove Park, but is almost hemmed in by new

DR. LETTSOM'S HOUSE AT CAMBERWELL AS IT APPEARED IN 1805

residences. At the back of Grove Hill Road is The Glebe, a quiet little out-of-the-way nest of old houses whose gardens stretch down the hill to the railway. East of the Grove at the summit lies Cutthroat Lane, a narrow thoroughfare—the remains of an old field path—that rapidly dips down to the east and on towards Rye Lane. On the eastern slope of the hill, houses have crept up to the top in very steep streets, of a uniform style, mainly three stories high, and poorly built. On every hand cracks are seen, the garden walls and railings, tiles and cement, are all in bad order, and the neighbourhood is poorly served on account of the heavy strain on horses and men climbing such gradients. A site for a Wesleyan Chapel is marked at the upper corner of Bromar Road, which ends abruptly at the foot, in a field. The meadows from here to Grove Vale contain many fine trees noisy with crows, and afford

feeding ground for many sheep. At the foot of Grove Vale, passing under the railway by East Dulwich Station, the road curves, and immediately behind the small houses is a fine piece of grass-land as far as the Bellenden Road, with farm buildings and several hayricks. As far as Placquett Road, on the main road, are small two-story houses chiefly converted into shops with terraces beyond to Goose Green. Opposite, the entire corner is vacant from the temporary Board School to Zenobia Street. Goose Green was once a portion of Peckham Rye, and now consists of about five acres of grass, surrounded by bad architecture, relieved by one or two public buildings. On the north side the St. John's villas meet the Church of St. John, erected in 1895, at the corner of Ady's Road, in which there is a large Board School. On the south side are the Dulwich Public Baths, erected in 1891, and finished in the prevailing red brick. Behind in the Workington Road stands the Scottish Church of St. James, with a hall attached, erected in 1882. From the upper end of Goose Green runs Crystal Palace Road, formerly only a footpath, but opened to the public in 1833. A single line of tramways goes from Peckham Rye to Lordship Lane. To the east is Barry Road, served by omnibuses between the same points and joining Lordship Lane at the Plough Inn. From East Dulwich Road a line of omnibuses crosses Denmark Hill to Camberwell Green and another connects with Herne Hill Station. Lordship Lane makes a curve to the west, and steadily rises to Overhill Road, and then quickly descends to Dulwich Common Lane before it climbs Sydenham Hill. This lane, which undoubtedly took its name from the Lordship of the Friern Manor, is composed of shops as far as Heber Road ; then come a row of small houses, and beyond, at the summit, large residences. All this district, through to Peckham Rye and Forest Hill, is comparatively new, and street after street presents identically the same monotony of jerry-built houses. The streets are as closely built as it is possible to get them, and everything has been sacrificed to produce a multiplicity of small rents. A Board School in Heber Road, another in Goodrich Road, and St. John's Church Schools in Archdale Road provide for the education of the children. In Barry Road is a Wesleyan Church with a lofty spire, and there is also a school in connection. A Baptist Chapel stands at the corner of Underhill Road, and at the southern end stands Emmanuel Congregational Church with temporary schoolrooms attached. In North Cross Road are many shops—chiefly small—with more in Upland Road beyond the police station, which is located at the corner in a small private house.

At the summit of Lordship Lane are many large and well-built houses, and behind is Adon Mount, high over all, the residence of Mr. James Henderson, the publisher of the first penny daily paper in the United Kingdom—the *Glasgow Daily News*. Overhill Road contains many good houses and much vacant ground. Below Overhill Road, a fine view of Sydenham and Forest Hills, still free from buildings, is to be had, and looking north the greater part of Camberwell is seen stretching in all its deadly

LONDON FROM DENMARK HILL IN 1779

From an engraving by Boydell.

monotony of row upon row of identical houses, relieved by a few church spires and the dignified proportions of tall Board School buildings.

The soil is a very heavy brick earth and clay, and most of the bricks used in the district were made on the spot. Several tile kilns formerly stood on the northern slope of the hill, but were swept away by the streets that are up to the base, but have left the hill temporarily vacant. In cutting the tunnels for the deep level sewers in this district, great numbers of fossils and quantities of mammalian remains were discovered in the Woolwich beds which underlie these streets, and amongst others perfectly new to science were three species which were christened Arca and Cyrena Dulwichiensis and Pitharella Rickmanii, after the locality and the finder. Since then the latter has been discovered again at Chislehurst.

Camberwell Cemetery occupies the space between Forest Hill Road and Underhill Road, at the extreme edge of the parish, and though extended more than once is rapidly filling up. This ground evidently influences the letting of property in the vicinity of Overhill Road, many houses facing it standing vacant, and some plots of land have not been built upon. North from the Cemetery is a row of cottages, some monumental masons' yards and a few shops to St. Dunstan's Road, named after the church of St. Dunstan which stands here. Friern Road recalls the name of the Manor—anciently known as Fryern or Freren—which formerly belonged to the Priory of Haliwell in Middlesex, but which reverted to the Crown in the reign of Henry VIII. Latterly the estate was better known as a large dairy farm, which was disposed of in December 1873 and the ground built upon. A small triangular plot of ground still remains open facing Peckham Rye, with the Friern Board Schools to the north. The western side of the Rye is bordered with good houses, many of them old with new ones here and there. Behind these are broad, well-kept roads of good houses, notably so in the vicinity of "The Gardens." In East Dulwich Road many of the old houses are being altered, and some vacant spots on the north side are being built on. Northwards to Nigel Road the houses are smaller and gradually give way to shops, and behind, off Fenwick Road, is a small settlement curiously named Troy Town. On the north side of this road is the imposing Peckham Rye Tabernacle built in 1890, but behind the south side round Wingfield Street and Mews is a poor district of small houses with a block of model dwellings. As far as Bellenden Road the streets are comparatively narrow, and the houses small with many tradesmen located in them. Oglander Road, Bellenden Road with a large Board School at the corner, and the streets running west to Copleston Road are all clean and well kept, lined with the universal style of two-story semi-detached or terraced houses, with here and there a few larger buildings. Bellenden Road—a shopping street—turns into Victoria Road,—a poor narrow street shortly to be opened up—and finally ends in Victoria Place, a nest of poor cottages through which the High Street is reached. Peckham Road contains many large

houses, and at the corner of the Lyndhurst Road, standing in extensive grounds, is Peckham House—a private asylum. A terrace of houses with long gardens in front is passed and the Camberwell Central Library is reached. This is a very fine building finished with granite, and opened in 1893 by the Prince of Wales. It contains a very large reading-room, lending and reference libraries, beautifully fitted, and well stocked. A short row of shops and a Fire Brigade Station stretch from the library to Talfourd Road. The streets to the south are all broad and clean and contain respectable houses, but as they climb the hill the dwellings become smaller. At the top of the hill in Lyndhurst Road is a Board School, and at the commencement of Shenly Road is the South London Baptist Tabernacle. As far as Wilson Road there are private houses, many of them large with good gardens. In Vestry Road, narrow at the beginning and lined with stables, is a temporary Board School, then a small colony of shops and private houses in a wider road with all behind residential property, which is at its best in Wilson Road. An idea of the growth of Camberwell can be formed when the number of inhabitants in 1787 is quoted as 3762, which had increased in 1887 to 245,287.

CHAPTER XXIV

PENGE AND ANERLEY

The London Boundary (Lewisham Parish) was followed, as there are no definite road boundaries to this district.

THESE two suburbs may be said to owe their origin to the Crystal Palace, whose vast glazed walls, roofs, and towers gleam above them on Sydenham Hill, for prior to the removal of the World's Fair Building from Hyde Park in 1852 there was practically no Anerley, and Penge was a collection of a few cottages clustered round a wayside inn, "The Crooked Billet," on the road to Beckenham. But to-day, with three railways running a constant stream of trains, the district is directly in touch with London, and building is progressing so rapidly that there will soon be no fields left. The principal thoroughfares in Penge are the Croydon and Beckenham Roads, both leading directly to those towns.

Leaving Penge Bridge Station and passing down the sloping Beckenham Road, with shops on the north side, the Church of St. John at the corner of St. John's Road is seen. It is in the modern Gothic style, built in 1850, but since enlarged and stands out from the neighbouring buildings. To the north is the Asylum founded by Queen Adelaide, in memory of her husband William IV., for the widows of officers selected for the distinguished services of their husbands in the Royal Navy, and to the south is the Watermen's and Lightermen's Asylum, built in 1839 to furnish homes for poor and aged members of these companies or their widows. On the opposite corner is "The Crooked Billet," the oldest house in Penge, now modernised, and adjacent is the nucleus of the present settlement, consisting of a few old-fashioned cottages and shops. This part of the main road is very busy and lined with shops, but to the south the road rapidly gets rural on its way towards Beckenham. At Green Lane there is still considerable open land unbuilt on as far as Kent House Road, save for a few houses along the highway, and at the south-west corner is one of the day schools connected with St. John's Church. To the south and west there are still open fields as far as Avenue Road, and stretching south-east to Ravenscroft Road just a few houses are being built on the edge of this land. Up the rise of the Croydon Road at the corner of Franklin Road is

Christ Church, in the midst of a populous neighbourhood of large and small villas lining the broad open thoroughfare. On the north side the roads are all thickly settled, but on the south side there is still a great deal of open ground. Holy Trinity is another fine church standing at the junction of Anerley Road.

Anerley is a more or less carefully laid-out parish, where middle-class people of modest means find themselves in a congenial environment. Downhill from the church the northern side of the road is lined with good houses, and to the south the land is open, but notice-boards in the fields offer the land for building purposes, as far as Thornsett Road, where the houses again close up. Where the railway crosses the Croydon Road is a shopping point for this district, but the majority of the supplies come from outside sources, being delivered by wagons belonging to the large stores nearer London. Skirting the railway towards Anerley Station, Selby Road is lined with villas and passes through a pleasant residential district well built and excellently kept. Seymour Terrace with its lake and swans abuts on this road, and the Anerley Road, opposite the Anerley Congregational Church, a large building of red and white brick with a lofty spire. This is the best part of the parish, the houses being of a superior class, and the roads admirably kept and generally planted with trees. From here down Maple Road the change in the character of the houses is obvious. At the top the houses are very good, but as the hill is descended into Penge the entire district changes. The trees stop, the houses are smaller, the roads are closely covered with a much smaller class of building, and the shops are small and poorly stocked. A Board School at Melvin Grove is in the heart of this district, and does not lack scholars, whilst the shops begin at Jasmine Grove and continue to Beckenham Road. The east side of the road at Laurel Grove is open land, with a Citadel of the Salvation Army newly erected on it opposite the St. John's Schools for children. Immediately behind these schools is the Penge Recreation Ground of four acres, with its main entrance in Beckenham Road. The grounds, although small, have been laid out to the best advantage, and contain a gymnasium for the children, a great boon to the little ones in the crowded streets adjoining. Passing the large coal and wood yards at Penge Bridge Station, up Oakfield Road and climbing steadily up a rather steep gradient past middle-class residences and a row of shops, Anerley Station on the Brighton and South Coast Railway is reached. Nearly opposite is the parish Vestry Hall of the Lewisham Board of Works for Penge, a compact stone building facing a few shops on the north side of the road. Near here were the once famous Anerley Tea Gardens opened about the year 1841 by a Mr. Coulston for the benefit of South Londoners, and run on the style of the Ranelagh and Vauxhall Gardens. After passing through many hands this resort was finally closed in 1868. On the south side of Anerley Road, facing the beautiful Anerley Park with its charming houses, is the North Surrey District School, an enormous institution for orphan children, enclosing in a

high brick wall everything possible towards its maintenance. Southwards to the boundary line of the parish beyond the grounds of this institution, and to the west at the Madeline Road, are fields and worked-out brick-yards. Thicket Road, with a nursery garden of two acres at the corner to let for building, debouches into Anerley Road, which is studded with large residences. Versailles Road opposite Thicket Road to the south is also a good road, and here at the foot of the hill, leading up past the west end of the Crystal Palace, stores and shops are again found. In Hamlet Road is the Church of St. Paul, Upper Norwood, and in the adjacent Waldegrave Road is a church of the Swedenborgians. The hill is very steep here, and the business houses give place to pretty villas on both sides of the way, with considerable open spaces at Cintra Park. The Palace Hotel, one of the largest private hotels in England, stands at the corner of Westow Hill facing the Palace, with the houses and grounds of "Cintra" immediately behind on Church Road. The house is a fine old building standing in a large park that stretches far down the hill. This road gets its name from the Upper Norwood Congregational Church, which stands on the opposite side to Cintra House, and is lined with shops as far as Belvedere Road, which runs parallel with Anerley Road to the railway at the foot of the hill, and is another good residential locality.

The Crystal Palace, which adds so much to the charm and attraction of this neighbourhood, is invariably mentioned as at "Sydenham," but is really situated in Norwood, not only in a different parish, but in an adjoining county. The building being situated at Norwood, in the county of Surrey, the grounds, which cover an area of over 300 acres, are partly in Sydenham, in the county of Kent, and partly in Penge, in the county of Surrey. The parish boundaries are equally complicated, the building and grounds being within the parishes of Lambeth, Lewisham, and a detached portion of Battersea. A portion of the grounds occupy part of the site of Penge Common. The Crystal Palace was opened on June 10, 1854, by Queen Victoria, and is one of the great show-places of England, but in the forty years of its existence has suffered many vicissitudes. The great fire of December 30, 1866, in the Tropical Department, Alhambra, and other courts, did damage to the amount of £150,000, and this, coupled with storms, the maintenance of the building in repair, and outlay on the grounds, has not made the financial success of the undertaking as great as was anticipated. The original building was the Great Exhibition building erected in Hyde Park in 1851, and designed by Paxton, who was subsequently a director in the reconstruction of the present palace, which was taken down, removed, and rebuilt here at a cost of £120,000. The fountains, when they were in order, were said to surpass in completeness and design any other display in the world, including even those of Versailles.

CHAPTER XXV

WESTERN HALF OF LEWISHAM DISTRICT

North. From corner of Lewisham High Road up Loampit Hill.
West. Wickham Road to Brockley Station (S.E.R.), and along Lewisham Boundary line over Honor Oak Hill, Forest Hill, and Sydenham Hill to Crystal Palace (north-east) corner.
South. Lewisham Boundary to Kent House Road in Lower Sydenham.
East. Through Bell Green, up Perry Hill, Latford Bridge, and Lewisham High Road.

The neighbourhood of Loampit Vale has been built upon for a great many years, but for the most part the streets are poor, and the greater part of the people work in the many yards contiguous. The shops are of a lower grade than in the main Lewisham Road and, as the hill is ascended, gradually disappear. The district gets its name from the immense loam pit on the south side of the road at the top of the hill. St. John's Station at the top of the rise, and Lewisham Station at the foot, give this neighbourhood an excellent service of trains, and have in a great measure encouraged the overbuilding which has taken place. The finer roads running south from the High Road in St. John's are lined with comfortable roomy residences, and being high up the locality is a pleasant one. In Wickham Road is the Parish Church of St. Peter Brockley, a fine building on the crest of the hill. Brockley Station to the west is in the centre of a populous well-to-do community.

Wickham Road leads into Brockley Lane, and here, at Breakspear Road, is the large new Brockley Presbyterian Church. The lane is a busy shopping street at the junction and is building up on both sides, but to the west away over beyond Honor Oak is still open land. To the east, small new roads are appearing and pushing their ugly tentacles towards the base of the new pleasure-ground called "Hilly Fields," which has been made over to the public. On the top of the hill there is one building, the West Kent Grammar School, a landmark far and near. The two great cemeteries of Deptford and Lewisham are at the base of the hill, and stretch along Ivy Lane, which is also being built upon, towards Ladywell. They are beautifully laid out and of large area, and though largely used will be available for many years.

To the south-east there are still fields as far as Catford, but everywhere notice-

boards herald the advent of bricks and mortar. To the east is the old Brockley Farm, and farther on the village and station of Ladywell. The well was in the middle of the road under the arch near the station, to which it gives a name. This, and another well formed by a spring which broke out, according to Kilburne, in 1472 on the left side of Brockley Lane going towards the cemetery, were drained by the cutting of a new sewer south of the station. On both sides of the railway, running through almost to Catford Bridge, is the Ladywell Recreation Ground, containing forty-seven acres, with the Ravensbourne meandering through it for its whole length. It has been charmingly laid out, but is being hastily hemmed in by houses which are let almost before they are built. At Ladywell Bridge an open road leads north-eastwards over the hill to St. John's, while to the north Algernon Road, solidly built on the eastern side, faces for most of its length the open fields to the west. A new low level sewer is being put in along this road, the shafts for which are unusually deep, and being for the most part in sand, very heavy shoring is necessary. In Brockley Lane at Crofton Park Station the building of small houses is briskly beginning. There are a few shops here, and a Board School at Dalrymple Road.

Brockley, or Brokele, was accounted a manor in the time of Henry II., and after several transfers was confirmed to the Abbot and Convent of Begham by John in 1208; it remained with them until the dissolution of their Abbey by Henry VIII., and was then obtained by Wolsey in 1526 for the endowment of his colleges, but in 1529 it was forfeited to the king, in whose hands the manor remained till 1532. Brockley Hall is a fine old house standing in ample grounds at the cross roads, and on the west side of the road is the Brockley Jack public-house. It was named after Jack Cade, and was formerly frequented by Dick Turpin and other highwaymen, and is a good specimen of the English wayside tavern of the last century. The taproom and the whole architecture of the place with its old buildings are curious, and the sign nailed to the stump of an old elm in the yard is painted on a mammoth's bone which was dug up in the railway cutting behind the house. The Croydon Canal was acquired by the Croydon Railway in 1836, and it was in deepening this that the bones, of which the sign is one, were found. The old farm south of this inn will soon be built over, and houses are already appearing in the lane to Honor Oak, but most of the ground is still pasture. Brockley Hill rises to the east, with single dwellings dumped here and there upon its sides. A new road—Stondon Park—bisects the Woolmore Estate, and all the ground is to let on lease. Brockley Lane rapidly loses its country aspect at Honor Oak Park, but behind the houses to the west there are still fields to let for building, the builder not having yet arrived. The Church of St. Saviour, Forest Hill, is on Brockley Rise, and to the east, up the hill, rows of "mansions" rise to the top, whilst westward to the railway the ground is all built on. Stanstead Road to Catford is thickly settled on the

higher north side, with the fields on the south side owned by the Leathersellers Company and now in the market. From here to Green Lane, or as it is now called, Woolston Road, is pasture. To the south and east over to Perry Hill there is still some open ground, but the new roads are rapidly closing upon it. All this district is brand-new, and workmen are busy everywhere upon buildings which arise in dozens in a few weeks. Perry Rise is built upon on the east side only. Following the Rise leads downhill to Bell Green, a busy settlement of small houses brought together by the proximity of the gas-works. This green is said to have derived its

THE BROCKLEY JACK INN

name from a tower on it, in which a bell signalled the approach of any visitor to Place House, and the ruins of the tower remained standing within memory.

Place House was the manor-house of Sydenham, and stood on the east side of Perry Hill with its gardens running down to the Ravensbourne, and Hasted affirms that Queen Elizabeth built the house about 1580 and presented it to her favourite, the Earl of Essex, who generally resided there, secreting his wife when honoured by royal visits. The Queen having discovered the deception practised on her, the fatal catastrophe that followed showed her resentment.

The eastern end of Sydenham Lane comprises small houses and shops with open fields to the south. A good deal of the south side of the lane is taken up by Home Park, and the quaint old wooden house and grounds of Sir George Groves, who was the first secretary of the Crystal Palace Company.

The road is very narrow here, and the walls of the old properties leave no room for a footpath on the south side. To the west the road widens up to Sydenham Station, with fine houses on both sides. At the corner of Mayow Road is a house with large outbuildings and haystacks belonging to Mr. Adams, whose extensive grounds run back along the west side of Mayow Road till they reach the Sydenham Recreation Ground of 18½ acres, originally a part of them, but now public property. They are beautifully wooded and kept up excellently. New houses are nearing completion opposite this part, but behind them the ground down the hill to Bell Green, some 10 acres, belongs to the London County Council. It was formerly a brick-field, but has been let out in allotments as gardens, and the renters have it covered with vegetables. The average holding consists of 16 rods at 12s. 6d. a year rental, but some have taken larger amounts and sublet them. Towards Perry Vale the Mayow Road is composed of good detached houses with large grounds, and on the east side stands Perry Mount, an old-fashioned house with farm buildings and 10 acres of ground—also to let—looking over the fields of Perry Green. Perry Vale is still very rural and winds uphill to Forest Hill Station, lined with houses and shops at the upper end, whilst the massive Christ Church and imposing Tudor Hall overlook all from the side hill. Passing under the railway the London Road climbs the hill to the west and passes on through Lordship Lane to Dulwich. To the south Dartmouth Road begins, with large shops which gradually decrease in size till, at the Public Baths and Girls' Industrial Home, it has changed to residences, with large houses on the west side. Merging into the High Street of Sydenham the shops are again very small, and behind them on both sides of the way are small, miserable streets with poor houses. East of this is Pear Hill, covered with good detached houses, the main road to the station being lined with large shops and stores. West Hill boasts some of the finest mansions of the district and is built up all the way to Sydenham Hill. The church of St. Bartholomew, Sydenham, is on this hill, and to the south the many fine avenues contain houses attractive to the opulent middle classes. Westwood in particular is noticeable; it is a large house standing in five acres of well-timbered grounds, but within a quarter of a mile is an embryo slum on both sides of Wells Road that suggests Whitechapel rather than Sydenham. Taylor's Lane brings one to this district, composed of small shops and houses, with a liberal sprinkling of taverns. Small tradesmen and jobbers are located here, and on the hill to the east is a Board School and the works of the Crystal Palace Electric Supply Company, which gives employment to many living near. From Taylor's Lane northwards the valley is open grass-land, with a remnant of the Northwood from which Norwood derives its name at the head. This pathetic survival of the beautiful woods that, in the memory of many still living, crowned the steep hills of Norwood, Penge, and Sydenham, reminds one again of the wanton destruction of natural beauty which the indifference of Londoners has sanctioned until too late.

At the corner of Oaksford Avenue is the site of the once famous Dulwich Wells. A little two-roomed wooden cottage, with a tiled roof, now occupied by a gardener, stands on the spot. Some years ago he filled in the remaining medicinal well, as people annoyed him by coming for the water. He also cut down the grove of trees that stood round the cottage. These wells, which were discovered about 1640, were on what was formerly the Westwood Common, which extended to Honor Oak Hill, and are mentioned in Cooke's *Topography of Kent* as the medicinal springs at Sydenham under the name of the Dulwich Wells from their proximity to that village. The water purged quickly and was bitter, and the place appears to have earned notoriety in 1651, as a declaration was published (August 11) to all that came to drink the waters to behave themselves peaceably, but (on August 22) "a fit party of horse was sent to prevent tumult." Behind the well-house and stretching up to Sydenham Hill is a beautiful park belonging to one of the residents on the Hill, which stretches along the ridge from the Crystal Palace towards Lordship Lane. Sydenham Hill Road is also a good residential neighbourhood, and to the east can be seen what was Sydenham Common, but has now passed into private hands. At Sydenham Rise, reaching to Lordship Lane, is a beautiful triangular plot of ground, said to have formerly been common, but enclosed now and used as pasture. The Rise and Eliot Bank, immediately behind it, have beautiful prospects over the valley towards the city. In the London Road, close by, are the Horniman Museum and Gardens, open free to the public through the generosity of the tea importer of that name. Most of this road is residential, but at the station end shops are numerous.

The main thoroughfare of Forest Hill is Honor Oak Road, which runs from the London Road up the side of Forest Hill, and drops down on the north side to the foot of Oak of Honor Hill. It is much built over, but the top of the Forest Hill is enclosed ground belonging to Tewkesbury Lodge. The west side is open land to the railway which skirts the base, but the new roads round Wood Lane to Camberwell Cemetery are all liberally covered with dwellings. The north side of Forest Hill is laid out for roads on the steepest of gradients, but, with the exception of a few houses near Honor Oak Station, is bare. Turning to the right at the Observatory House, Oak of Honor Hill is on the left, and a climb, passing St. Clement's Church, leads to the summit. A stump of an oak tree is on the top, and close by was the old Semaphore and the house of the attendant. Here also one of the many bonfires blazed forth in celebration of Queen Victoria's Jubilee. The hill takes its name from the Oak of Honor under which Queen Elizabeth is said to have dined. On the 8th May 1602, the year before her demise, the Queen paid a visit to Sir Richard Buckleys at Lewisham, some three or four miles from Greenwich.

The parishes of Lewisham and Camberwell meet here. The golf course of the local club is on this hill and round the base. To the north and north-east there are still fields as far as Brockley Station, but seen from the heights the green fields

towards Nunhead are rapidly disappearing under long tentacles of streets. Down the east side of the hill to the railway is built up on the south side to Devonshire Road, but along that street to Forest Hill Station work is in full swing. The average building in these roads is a two-story villa, as a rule showily finished and quickly let. The district is all new, and the railway being convenient residents are soon on the spot. From Forest Hill, Brockley Lane leads back to Lewisham.

CHAPTER XXVI

WOOLWICH AND PLUMSTEAD AND NORTH WOOLWICH

Woolwich was called in the time of the Saxons, and in the Survey of Domesday, Hulvik, which signifies the dwelling on the creek of the river. In the Textus Roffensis it is written Wlewic. It seems in former times to have been a small fishing village, but very thinly inhabited, owing probably to the lowness of the situation, and the overflowings of the river before it was embanked. Relics of Roman settlement in the shape of urns, leaden coffins, coins, and other remains have been found all over the district.

Woolwich Dockyard, being reputed the first Royal Dockyard in the kingdom, was called the "Mother Dock." The first Royal ship recorded to have been constructed at Woolwich was the *Henri Grâce à Dieu*, or *Great Harry*, which Henry VIII. ordered to be built in 1512. The yard from a small beginning gradually grew, and at its closing in 1869 covered an area of 56 acres with a river frontage of 3680 feet. It contained six slips, two large dry docks, a basin 400 feet by 300, and a triple iron shipbuilding shed, of very large proportions for the period, erected in 1857. The ill-fated *Royal George* was built here, and this was the point of departure of the *Erebus* and *Terror*, with Sir John Franklin and his company of 135 men, for the Arctic. Sir James Ross in 1848, and Sir Edward Belcher in 1852, also sailed for the north from Woolwich. Samuel Pepys in his diary makes frequent reference to the Dockyard, which, as an official of the Admiralty, he frequently visited, and mentions that on the appearance of the Plague in 1665 it was to Woolwich he brought his household. Queen Victoria and Prince Albert were several times at the Dockyard, from which they set out for Scotland and the Continent, in the early years of their marriage. During the Crimean War there were nearly 3000 hands at work in the Dockyard, but on September 18, 1869, this yard, and that at Deptford, were closed, and most of the machinery and some of the buildings removed to Chatham. The main reason for this step was the distance up the river, and owing to the shallow water large ships after launching had to go down stream into deeper water before they could be fitted out with guns and stores. The

WOOLWICH DOCKYARD FROM THE THAMES

From an engraving by John Boydell, published in 1750.

yard was handed over to the War Office authorities, and is now used as a supplementary store by the Ordnance department.

South of the Dockyard, uphill towards the Common, the entire district is closely built up for the most part with small cottages. Many of the streets are narrow and most of them are short and crooked. Climbing the hill in Chapel Street, the Dockyard Station of the South-Eastern Railway is passed, with large schools behind it, and then come the "Red Barracks," formerly used as a hospital, but remodelled and made into quarters for the Army Service Corps. Situated on a height overlooking the town, these buildings are landmarks, and can be seen at a distance of some thirty miles across the Essex flats. Adjoining are the Cambridge Barracks, originally erected for the marines and standing on the grounds of the old Bowater Manor House. Behind the barracks is a large sheet of water, called Mulgrave Pond, from which the Barracks and Arsenal hydrants are supplied. Artillery Place, full of small houses and shops, leads through to Wellington Street, which is also busy with shops and shopping. At Artillery Place are the Artillery Barracks, and to the south the Barrack field and Common. These buildings have a frontage towards the Common of nearly a quarter of a mile and are divided into two parts. The East Square is used by the Service batteries and the West by the depots of the Royal Horse Artillery. The buildings comprise officers' quarters and residences for non-commissioned officers and men. To the east is the garrison chapel of St. George, in the Italian-Gothic style, erected in 1861. In front of the barracks is a monument, by Bell, to the officers, non-commissioned officers and men of the Royal Artillery who fell during the war with Russia in 1854-1856. West of the barracks is a mortar and howitzer battery, and a range of sheds in which are kept guns and limbers used by recruits in training. Behind these are the spacious grounds of the Royal Repository, in which the Artillery are exercised in fortification duties, and the sheets of water are utilised for bridge-building and other exercises. The Rotunda on the high ground contains models of all Her Majesty's dockyards and of the principal fortifications of the world. There is also a fine collection of arms and armour. A magnetic office and observatory, belonging to the Artillery Institution, stand in these grounds, which extend through to Hill Street and cover 60¼ acres.

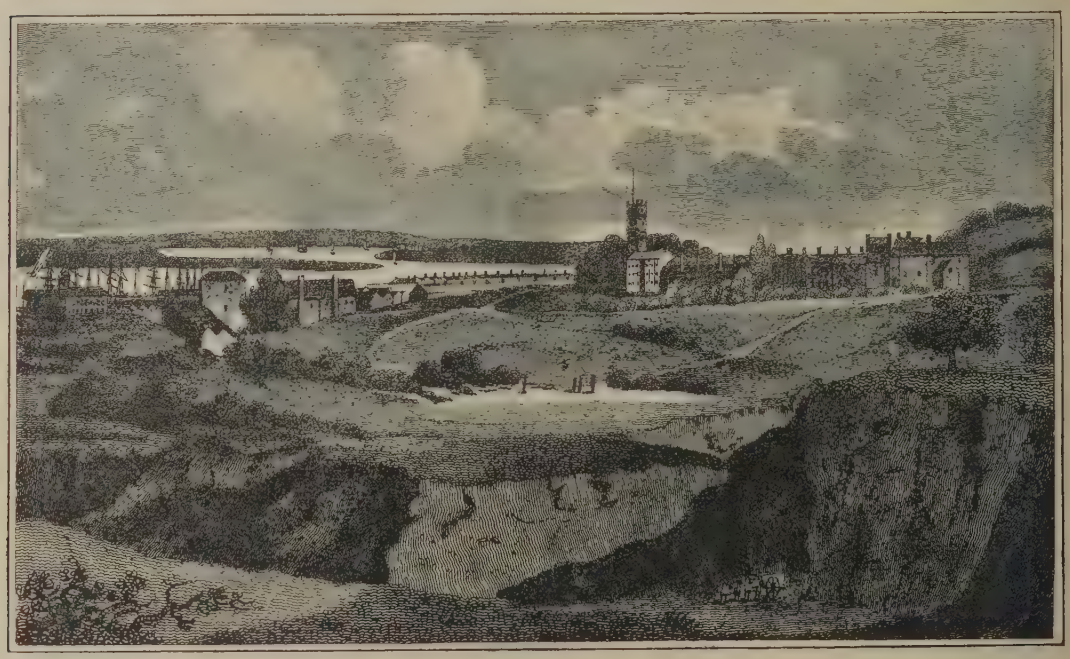
At the roadside by the Repository stands a monument erected in 1882 to the officers and men of the Royal Artillery who fell in the Zulu and last Afghan Wars in 1879 and 1880. It is 18 feet high and consists of massive granite blocks, with the names of the dead carved on the panels. The Barrack field and the strip of land south of the ha-ha (a ditch and wall combined) contain 40 acres and the Common contains 130¼. At the south-east corner of the Common is the Royal Military Academy, originally instituted by virtue of a movement in 1741 in the Warren where the Arsenal now is, but removed here when this building was erected in 1805. All the officers of the Royal Artillery and Royal Engineers go through a course of study

here before obtaining commissions. The grounds in front are laid out for recreation purposes, and in them stands a memorial erected in 1882 to the Prince Imperial, who was for two years a cadet. Behind the Academy is a large gymnasium, and ranges for gun practice, and beyond the grounds open land continues to Shooter's Hill Road. To the east is Wellesley House, and a few large houses with large grounds reaching almost to Shrewsbury Lane. Eglington and Herbert Roads cut through a neighbourhood of good houses. A cadets' Hospital faces the Common, and the houses to Nightingale Lane are chiefly rented out in apartments, like those in the smaller streets behind. General Gordon, the hero of Khartoum, was born at No. 1 Kemp Terrace, a large bay-windowed house facing the Common.

The streets from the Common towards Plumstead are good, clean, and for the most part contain a steady, hard-working class. Mill Lane, formerly Cholick Lane, so named from a mill on the eastern bank, skirts the Royal Artillery Barracks down a steep hill to New Road, and contains a female hospital, barrack dispensary, Royal Engineers' offices, and offices of the Commandant of the Woolwich district, with storage yards of the Army Service Corps and Military Train Barracks. Behind these to Brookhill Road is mainly open ground. This hill was so named from the brook which ran from Nightingale Vale, formerly noted for the mellow-warbled songsters. In New Road are the Royal Engineers' Barracks, and to the east are many poor, small streets. Grecus End, formerly Sappers' Green, from the Sappers drilling there, leads to Beresford Square and the main gate of the Royal Arsenal. This is a busy neighbourhood with many shops. There is a small fruit market in the square supported mainly by the Arsenal workmen. Beresford Street covers the site of the old rope-yard, and Ropeyard Rails behind shows the width of the rope-walk. This was established 1573-1576, and the cables for the men-of-war were made here. The rope-walk extended from High Street to the Arsenal Gate. The Royal Arsenal, built on an old rabbit warren, was probably started in the shape of ordnance stores, on a small scale, and is no doubt as old as the Dockyard, since in 1585 it was necessary to repair and enlarge the buildings formerly known as "The Warren." It was George III. who suggested the change of name to "The Arsenal" as late as 1805. The subsoil here, like that of Plumstead marshes, is full of the trunks of oak, yew, and willow trees, with deer antlers and other animal remains, revealing the existence of a prehistoric submerged forest. Trunks of trees are also visible at low tide on the opposite shore.

The Arsenal covers 350 acres and comprises three principal factories: the Royal Gun Factory, Royal Carriage Factory, and the Royal Laboratory, as well as the Ordnance Store Department. The Royal Gun Factory is almost exclusively employed in the manufacture of rifled wrought-iron and steel ordnance, but also makes experimental weapons. The Carriage Factory supplies every description of gun carriage, also pontoon trains, baggage and store wagons, and ambulances. This department

is well equipped with labour-saving devices, and possesses great saw-mills and planing machinery. The Royal Laboratory manufactures all kinds of ammunition, shot and shell, also fuses, rockets, cartridges, and powder barrels. Torpedoes are also made and supplied to most of Her Majesty's ships. The Ordnance Store department contains all the stores made by the other departments. Several of the heads of departments live in the houses near the entrance to the Dockyard from Beresford Square. Most of the embanking of the Warren, levelling, draining, and building wharves and piers was the work of convicts between 1776 and 1856. Three hulks lay off Woolwich, the *Warrior*, *Justitia*, and *Defence*, and were used as floating prisons, the convicts



WOOLWICH AS IT APPEARED IN 1806

The tower of the Church of St. Mary Magdalene was used as a Semaphore station as late as 1847.

working on shore during the day and returning to them in the evening. The guarding of the Arsenal was, till 1844, entirely in the hands of the military, but from that year till 1880 it was done jointly by police and military, and since 1880 it has been watched by the police alone. South of Plumstead Road the streets are mainly small and clean, and in them live many of the workers at the Arsenal, which furnishes most of the local work, although lately the building trades have been very lively, and many artisans have moved here. The principal thoroughfare in Woolwich is Powis Street, which since 1894 has been entirely remodelled and rebuilt, a good class of large shops taking the place of the former small ones. Off this street are many narrow turnings full of small old-fashioned cottages, and laid out at all angles. Hare

Street, full of small shops, leads from Powis Street across the High Street to Nile Street, old Hog Lane, and on, to the Free Ferry.

Formerly the passage of the river was by the steamers of the railway company, or small boats, but after many years' agitation the Metropolitan Board of Works began this work, which was opened on March 23, 1889. The land approaches, bridges, stages, and two ferry-boats cost £182,755. Nile Street, formerly narrow and full of old houses, was widened and many of the old places pulled down, and on the North Woolwich side a fine approach has also been made. The ferry-boats run continuously, save for a few hours during the night, and convey millions to and fro every year, as well as horses and wagons, both empty and loaded, but the weight of the load is restricted. To the east of the Ferry in the Market Place is an old landing-place for the town, the Bell Water Gate, and adjoining is the Steamboat Pier. The Woolwich Steam Packet Company started in 1834 in competition with the omnibuses, which had been running to London since 1831, with four boats, and as business improved the fleet increased, but after the advent of the railway they were neglected, and ultimately the line ceased running. The neighbourhood of the Market Place and the numerous small streets off High Street is the worst part of the parish, being full of the most degraded people. West of the Ferry the High Street is very narrow, full of small shops, and crowded with vehicles, which with the addition of trams means much congestion. The main road skirts to the north of the church along the Dockyard Rails and rises into Church Street; from here the roads past the Dockyard are wider, but the same small class of shops is found, with a public-house at every corner and crowds of loafers outside each. All these establishments are, with few exceptions, named after old battleships, or heroes of the Army and Navy.

Overlooking the Dockyard Rails is the Parish Church of St. Mary Magdalene, a brick building with stone dressings, very conspicuous from the river. For many hundreds of years there has been a church on this hill, and as the church chronicles go back to A.D. 400, it is possible one may have stood there from the first introduction of Christianity into this corner of Kent. The existing church was built in 1735 to the south of the former edifice, which was in a dangerous place owing to the north side of the hill having been dug away for ballast. The old church was removed in 1739, and the present one was used at the end of the last century as a Semaphore Station, for which its position is admirably adapted, and even as late as 1847 it was still used for this purpose on special occasions. In 1884 the church was re-roofed and re-seated, in 1894 it was restored and enlarged at a cost of £6000, and re-consecrated by the bishop of the diocese on St. Luke's Day, 1894. The new portion is a chancel, with a chapel on the south and an organ chamber on the north. The churchyard, formerly very badly kept, has been laid out at a cost of £1200 and conveyed by lease to the Local Board to be maintained as an open space. It

contains many monuments to officers of the Royal Artillery, and Dockyard and Arsenal officials. Andrew Scalch, for many years director of the Gun Factory, Henry Maudsley, founder of the great engineering firm, and "Tim" Crib, the pugilist, are buried here. The cemetery for the parish, containing over 30 acres, is at Plumstead, and among the most noticeable monuments is that to the memory of 120 persons drowned by the collision of the *Bywell Castle* with the *Princess Alice* on September 3, 1878, and whose bodies were buried here. On Parson's Hill is a Baptist Chapel erected in 1857, but now to let, and opposite this is a small Welsh Meeting-House. There are many old houses in the streets round the churchyard, and quiet old-fashioned shops, but many of these are being altered or enlarged.

The population of Woolwich has increased from 9000 at the end of last century to 36,200 in 1881, and for 1891 was returned as 98,966. The area is 1126 acres. Among the noted residents was Richard Lovelace, "the cavalier poet," who was born here in 1618. William Wordsworth also lived here for a time; Mrs. Hartley the actress lived and died here; Tom Paine, author of the *Age of Reason*, kept a staymaker's shop in High Street; Joseph Grimaldi lived here some years; and Sims Reeves was born in the Royal Artillery Barracks. West of the Dockyard, off Charlton Pier, is the *Warspite*, a training-ship of the Marine Society for poor and destitute boys, of which some two hundred are being instructed for the sea. From Trinity Street towards Greenwich the Marshes are being gradually built over as the land becomes available.

PLUMSTEAD

The name of this parish is generally mentioned as being given to it on account of the fruitfulness of the plum orchards which formerly abounded here, but which have now almost disappeared. Leaving the Arsenal and crossing the railway bridge at Plumstead Station, the first sight that strikes the visitor is the marshland stretching away eastward to the horizon, and most of which is Government property, with the exception of a narrow fringe along the Plumstead Road which has been built upon as far as the foot of Bostall Hill. The earliest owners of this district were the monks of St. Augustine's, Canterbury, to whom King Edgar in 960 gave the manor, which was afterwards taken away from them by Godwyn, Earl of Kent, and given by him to his fourth son Tostan. Local tradition mentions King Canute as having used the haven at Plumstead through fear of the Danish fleet which was passing on the river. Here, as at Greenwich and Woolwich, the steep foreshore and geological formation points to the line of the Plumstead Road being nearly that of the old river-bank, in support of which there is a Strand Place in the village. Leaving the main road at the station, past the athletic ground of the Woolwich

Arsenal Club, Griffin Manor Way leads direct to the river. All this portion of the marshes is in use by the Arsenal authorities as experimental and proving grounds for guns, and the ranges extend almost to the Harrow Manor Way. There are Artillery Ranges and Rifle Ranges up to 1500 yards, at which the gunners are always busy, also the Powder Magazines on the river-bank, the Grand Magazine, Martello Tower, Six- and Ten-Gun Batteries, Ships' Battery, stables, and many smaller butts and targets. The marsh was formerly a favourite coursing ground for hares, but they have all disappeared. The many haystacks bear witness to the fertility of this soil since it has been so thoroughly drained and looked after. The first recovery of these marshes was made by the monks of the Convent at Lesnes in the year 1279, who enclosed a great part of their marsh in Plumstead, and within twelve years they had drained the rest of it to their no small benefit. The first mention of any one being officially appointed to look after the banks and repair ditches and drains was in the eighth year of Edward II., but in spite of this there were some very bad breaches during his reign. In the time of Edward III. and Richard II. the Plumstead river-banks were repaired, and after a great deal of trouble with them an Act of Parliament was passed in Henry VIII.'s reign to protect these marshes by contributions from all owners of land there. In spite of this, in the fifth year of Elizabeth, there were 2000 acres of what had formerly been good pasture laid waste by an inundation of the Thames. By 1587, 1000 acres more had been recovered, but 500 near to Lesnes were still under water. The last application to Parliament on account of the marshes was in 1606, since which time very little flooding has occurred.

High Street, Plumstead, is for the most part composed of small houses of two stories with small shops and public-houses. A great many of the Arsenal workmen live here, and give the streets a busy appearance at meal-times. Burrage Road marks the site of the old Manor House of the original owners of the land, whose name has been so corrupted as to be a curiosity. Originally De Burghesh in Edward III.'s time, it has been changed to Burwash, Burrish, and now to Burrage. On the left of the main road, past the extensive Woolwich workhouse, is the Plumstead Manor House, and the Parish Church of St. Nicholas. The only striking feature of the church is the embattled tower of red brick, the rest of the edifice being made up of several varieties of architecture. The building has evidently suffered, and was originally much larger. In the seventeenth century the church lay dilapidated for twenty years through the falling in of the roof, which was eventually made good by a parishioner whose tomb is in the building. Through the churchyard runs a public footpath across the fields to Abbey Wood, so called from the Abbey of Lesnes, founded there in 1178 by Richard de Lucy, Lord Chief Justice of England, but of which there is no trace save for some portions of the Convent garden walls which have survived. The neighbourhood of Wickham Lane

and Bostall Hill is rapidly being built upon with a good class of house. In the vicinity of the chalk pits behind the houses on the left of the lane to Wickham several Roman coffins and other remains have been found. One villager used one of the coffins as a watering-trough, but fortunately most of the relics found their way to museums. Underground passages from these pits lead toward the church and river, but have fallen in, so cannot be followed. There is an extremely old house on the right, but it seems to have no history, although locally mentioned as "Cromwell's House." At the foot of Bostall Hill is a large co-operative farm which has very extensive grounds under cultivation, and behind it are the Bostall and Suffolk Place Farms. The latter derives its name from Charles Brandon, Duke of Suffolk, who owned the estate during the reign of Henry VIII. The land of the district is very fertile, large crops being the rule, whilst the hay is very abundant. The climb up to Bostall Heath is by a narrow deep lane, the steep sides of which show the gravel beds of Woolwich so plainly. The Heath, comprising 155 acres, is under the control of the London County Council, and is left in its natural state, and the views from it are charming.

Bostall, or, as it was sometimes written, Boston, was a manor formerly in possession of the abbot and convent of St. Peter in Westminster, and was held by the monks—Black Benedictine Friars—till the dissolution in Henry VIII.'s reign. Later it came into the possession of the Clothworkers Company of London. From the Heath the London boundary turns north, and passing Bostall Lodge and House descends Knee Hill past Abbey Wood Station, a clean, healthy little settlement with new houses, and reaching the Harrow Manor Way leads straight to the Thames.

NORTH WOOLWICH

That portion of Woolwich—Kent—which is on the Essex side.
North Woolwich and eastward to Barking Creek (River Roding).

A portion of Woolwich being on the north side of the Thames, has given rise to the popular local saying that more wealth passes through Woolwich than any other town in the world, and it is certainly no empty boast. The reason of this division of Woolwich seems impossible to trace, but one of the most probable is given by Hasted, who says "probably Haimo, vice Comes, or Sheriff of Kent in the time of the Conqueror, being possessed of Woolwich, as well as of those lands on the other side of the river, procured them, either by composition or grant from the king, to be annexed to his jurisdiction as part of his county and then incorporated them with it."

Several attempts have been made to bring this land under the jurisdiction

of the county of Essex, but without success. While the history of Woolwich town belongs to a comparatively recent period, the north side history dates far back many centuries. In the annals of Bermondsey it is shown that in 1115 there was an estate of fifty acres in Woolwich, north of the Thames, but in Kent, known as Wicklonds or Wyck-lands, the tithes of which belonged to monks of Bermondsey, having been given to them by William de Eltham, the ill-fated son of Henry I. In 1541 the same estate of Wyck-lands was granted to Sir Roger Cholmley by the monastery of Stratford Langthorne.

There was another estate of 1000 acres in these marshes, also in Kent, which at one time belonged to the Abbey of St. Mary de Graces, near the Tower, being part of its manor of Poplar, but which afterwards came into the possession of Sir John Pulteney, Lord of the Manor of Woolwich in 1328. Ferry communication between the two towns is of very old date, but it was only about 1850 that the first proposals were made to supersede the original horse raft by steam, and constant petitions were at last answered by the opening of the Free Ferry in 1889 by Lord Rosebery.

The settlement of North Woolwich dates from about 1846, but even then the only buildings were the Barge House Tavern and the railway terminus, which had only just been completed. The advent of the railway and the opening of the North Woolwich Gardens in 1851 gave the impetus, and the place has gradually grown since. The Gardens were at one time famous for their exhibitions—Barmaid and Beauty shows and other features—but gradually lost their prestige and were closed. It was near here that in 1667, when the Dutch held the Thames and threatened to ruin what was left of London from the Fire, that Sir Allan Apsley's regiment was quartered "on the point of land over against Woolwich."

The limits of this part of Kent are from the Ham Creek on the west to the Gardens, which are mainly in East Ham, and from the Ferry House to the River Roding, better known as Barking Creek—once famous for its fishermen, but now noted for its chemical works, the fishing industry being destroyed by the pollution of the river. Ham Creek, the western boundary, now the site of a sewer outfall and considerably diminished in size, was at one time (1656) used by the navy for laying up vessels. From the Creek, Henley's Telegraph Works and the station yards and stores are in Kent. The telegraph works were started with great demand for submarine cables in 1868, and materially helped the settlement of the neighbourhood. The Free Ferry is close to the station, and at the station is the Ferry of the Railway Company. Facing the High Street are the Royal Victoria Gardens, the original North Woolwich Gardens, the front few yards of which are under the jurisdiction of the London County Council, but most of the ten acres are watched over by East Ham. A row of houses to the north is built on ground originally part of the Gardens, which have been very prettily laid out and have a beautiful

esplanade running the whole length of the river-front on the top of the high embankment.

Passing out of the east gate, Kent commences again at the old Barge House, which was originally a hut built on a barge on the foreshore, but is now a substantial brick building with the old name. The river-bank is walled up here, and a wide asphalted walk leads to Beckton with market gardens on the land side. A few years ago the site of these gardens was a foul marsh, but contractors took the place, and using it as a rubbish and garbage shoot, filled it some twenty feet above the river-bank level, and the ground is now very valuable. The river-bank promenade is the property of Woolwich Arsenal, and is planted with trees as far as the Dock Company's fence, where the two enormous locks of the Royal Albert Docks are situated. Jetties on either hand stretch into the stream with tall electric light towers and signals, and the substantial house of the dock master stands to the west of the entrance. To the east are the Lambert coal wharves and pier, with busy cranes emptying the big steamers lying alongside into the railway wagons. Farther on are the vast piers of the Beckton Gas Company with their never-ceasing machinery unloading coal vessels, their overhead lines of railway with complete signals and towers, the constant passing trains of full and empty wagons, and the army of workers who have built up this enormous establishment within a few years. Named after a former governor of the Company, a Mr. Beck, the Company has reared this still growing work out of the marshes and given employment to thousands. Crossing a network of railway lines the grounds of the northern outfall sewer, at Barking, are reached. This system which taps the eastern district of London has vast reservoirs underground holding millions of gallons of sewage which is discharged into the Thames in a few hours at high tide. Lying off this point is one of the floating powder magazines of Woolwich Arsenal—a conspicuous red-painted hulk. Beyond the reservoir of the outfall is a footpath leading to Barking and Barking Creek, which is the eastern boundary of Kent on the northern bank of the Thames.

CHAPTER XXVII

ELTHAM, LEE, RUSHEY GREEN, AND HITHER GREEN

North . .	High Road, Lee, and Eltham Road.
East . .	Horn Park Lane and London Boundary.
South . .	London Boundary.
West . .	Bell Green, Perry Hill, Catford Hill Road, and Lewisham High Road to junction of High Road, Lee.

Lee, so called from the old Latin *Laga*, a place that is sheltered, lies, for the most part, on the slopes south of Blackheath, but within the last few years the houses have advanced along the Eltham Road, have climbed the Burnt Ash Hill, and are now encroaching on the fields of Manor Lane to Hither Green. The corner at Lee Green, which exists in name only, is a very busy spot, for here the main roads meet, the small omnibuses to Grove Park and the larger vehicles to Lewisham and New Cross make their head-quarters, rows of shops at cross roads cater for the surrounding neighbourhood, the fire and police stations are here, and all the traffic of the countryside passes. The Eltham Road is built up on both sides of the way with a high class of house as far as Nottingham Lane, whilst north and south on both sides of the road the side streets are steadily advancing. From Burnt Ash Lane east the Leyland, Dorville, and Cambridge roads are samples of the buildings met with all over Lee. Horn Park Lane running south from Maidstone Road leads through well cultivated fields to Horn Park Farm, standing on an eminence a little south of the railway line. To the east the country is open, westward the line of houses up Burnt Ash Hill ends the fields. From Lee Green the road to Grove Park leads along Burnt Ash Lane and under the arch of the South-Eastern Railway at Lee Station. On the west side of the lane, as far as the railway, the roads through to Manor Lane are built upon. Past the station are a few straggling shops, and the rise of Burnt Ash Hill begins with villas on each side and new roads on the west pushing forward to Hither Green Lane. Here stood the old Burnt Ash Farm, but now the builders have hemmed in the farm, and long strings of buildings are rising everywhere. St. Mildred's Church, behind the farm, and a Board School in Butterfield Road, are very prominent. St. Mildred's Road to the west joins Hither Green Lane at the railway arch, and also the newly laid out Brown Hill Road giving

communication with Rushey and Hither Greens. Bromley Road leaves Burnt Ash Lane and continues south to Grove Park, the lane running eastward to Chislehurst. The east side of the road to Grove Park is dotted with villas, and behind are seen the buildings on the avenue towards Claypit Farm. The west side has only the Church of St. Augustine standing alone in the fields with a very fine view of the Crystal Palace on Sydenham Hill.

There is a rapidly growing settlement at Grove Park, and substantial improvements are being steadily made. A footpath near the church leads downhill across the railway past a large patch of woodland with meadows on all sides to Shrofield Farm, and down the lane facing the farm can be seen the spires of the chapels in Lee Cemetery, to the right of the road. A footpath over the fields passes the head of Durham Hill Lane, and down this, beyond the rifle range, is Holloway Farm. This is a very old place, and has a great tract of land under cultivation, with substantial buildings surrounding the house. The fine trees, especially the elms, are very noticeable. A footpath leads from Southend Cottage past the farm to Bromley, avoiding the big bend in the main road past Bromley Hill House with its curious lodge, gate-posts, and wall, a grand estate of 100 acres, with a splendid location on the hill-side. It has just been sold, presumably for building purposes, and in time rows of stereotyped villas will take the place of beautiful sloping meadows. West of this estate is a lake formed by the River Ravensbourne, Summerhouse Hill Wood, and the Reed Beds with the river flowing through wide meadows to Southend. The road after Gipsy Lane skirts the fence of the Forster property, which comprises thousands of acres all through this vicinity, and opposite on the west side passes an old flour and feed mill run by water power. The hamlet of Southend is mainly between the Beckenham and Southend Lanes, and consists of a few cottages, the Green Man Inn, a Chapel, National Schools, and "The Hall," occupied by Mr. Renshaw, a large owner here. The Ravensbourne is dammed at this point, and forms a mill pond for the water-mill, at the corner of Southend Lane. The lane to Beckenham, with cottages and a private asylum on the south side, passes the newly built station of Beckenham Hill and the beautiful grounds of Beckenham Place Park. This estate, carefully enclosed and kept, is on rising ground and contains some very fine residences. The park is very extensive and possesses a small lake for fishing. At the railway station new roads have been prepared; to the north to Southend Lane, on the Cator Estates and everywhere the sign of the builder is at the fence corners. The first of the houses has arisen on the football fields between the station and the mill pond—everywhere else the land is untouched so far. The "Tiger's Head"—a favoured sign in this district—at Southend Lane is an old road-side inn with tea-gardens and bowling-green attached, low built with heavy rafters in the bars, and the taproom built out at the corner of the building, clear of the house, with bow windows that command a view of the roads. Adjoining is a row of old

cottages with a coffee-house for carmen, most liberally patronised by the teamsters on the road. To the north the Bromley Road stretches to Rushey Green, with very few houses on the eastern side, the fields stretching through to Lee. Park House with many acres is in the market, and on the same side is the White House Farm. These with Sangley Farm, Penrith and Dangley House comprise all the dwellings on the east side to Rushey Green. On the west side Bellingham Farm, a square boarded-up house with large outside chimneys, stands by the river near to "Jack Cade's Island," so called from a tradition that the celebrated rebel found shelter in its cover. There is considerable land to let on this road, the Forster Estate having a land office here, and amongst others the Charity Commissioners are in the field with four acres for building. Bellingham Station, on the London, Chatham and Dover Railway, is behind the farm, and close by is the first of the villas, alone in the fields at present, but a sure forerunner of a settlement round the station. Rose Lawn and Ravensbourne Cottages are the southern boundary of a little group of short streets stretching to Barnieston Road. The Berlin Road is partly settled at the Catford end, but to the south runs through open fields. Southend Lane winds through farm lands and market gardens past Firhail House, down the hill over the Pool River and under the South-Eastern Railway bridge at Lower Sydenham Station. This Pool River is a sluggish stream which, rising in Beckenham, meanders through the fields and joins the Ravensbourne near Catford. The aspect of Lower Sydenham near the station is not very attractive. The Board School in Haseltine Road rises high above the small dwellings of the labourers in the gas-works, and through the whole neighbourhood the shops, houses, and even the people have the appearance of inadequate means. The gas-works of the Crystal Palace District Company overshadow the whole district, and have evidently changed the old class of people living here, and many of the good houses on Perry Hill, like "Claremont" and the villas opposite, have suffered by their proximity. The roads wind up Perry Hill, still almost a country lane, lined with fine old houses. Radcliff Cottage at the top of the ascent is ancient and has had to be propped up, and Perry Hill Cottage is almost as old. Another of the last century links is the inn on the west side called The Two Brewers, with its bay windows, steeply sloping roof, and boarded sides, and sign calling attention to its fine tea-gardens and spacious quoit ground. Behind the houses on the east side is Rutland Park, with a nursery, and a few houses. A branch of the Lewisham Public Library is on the hill, which is much built over down to Catford.

In Catford Bridge Road are some new buildings, including a well-built Baptist Chapel, and many villas, whilst the north side is lined with smaller cottages. St. Dunstan's College, an imposing edifice of red brick, is in Ravensbourne Park Road. The old Ravensbourne Inn, formerly a landmark here, with crudely drawn war pictures in the bar and a curiosity in architecture, has been swept away, and in its

place has risen a row of shops and another unnoticed tavern with the old name. The Catford Bridge Athletic Grounds at this point were famous, but others have since taken their place. Towards Rushey Green are the Hatcliffe's Charity Almshouses, five in number, the fine stone hall of the Lewisham District Board of Works with the corporation yard and fire-engine house. In the centre of the road is a small garden, and at the south corner is the imposing red-brick Church of St. Lawrence.

Rushey Green not long ago was very rural, and in spite of the attempts to forget and obliterate old times and buildings it still retains much of its quaint style. The "Green" runs parallel with the road and is enclosed with railings, but it will probably be thrown into the width of the road. Just above the Black Horse Inn on the east side of the road stood the Old Priory of Lewisham on property given by Elthruda, daughter of King Alfred, to the Abbey of St. Peter at Ghent. Here the Abbot and Convent of Ghent built a mansion called the Priory of Lewisham, which was esteemed a cell of the Benedictine Abbey of St. Peter at Ghent, and ultimately suppressed by Henry V. in 1414. The old farm-house was built partly of the old material, and was almost surrounded by the ancient moat which was used for watering the cattle until it was filled in when the house was pulled down about 1877. The lane leading to Cockshed Farm is now Sangley Road, and where it crosses Plassy Road is a newly erected Board School. Above the "Black Horse" is Brownhill Road, newly cut through to Hither Green Lane, and between this road and Sangley Road is closely lined with small two-story houses for a half-mile to the east. In Brownhill Road is the Catford Sports Grounds, fitted with stands, and a bicycle track on part of Cockshed Farm, the land of which, far to the south and east, is all closely cultivated. After leaving the sports ground there is open land on both sides, but the notice-boards are everywhere offering it for sale or lease. At the crest of the hill the St. Germans Estate—175 acres of market gardens—is also in the market, and the foundations of a few cottages are already laid. Crossing to Hither Green Lane, the North Park Estate, also farm land, is to let on lease for building; and farther west the Metropolitan Asylums Board has run a high fence round twenty acres of "The Wilderness" property to the corner of George Lane, and have begun an enormous new Fever Hospital. From George Lane northward to the railway is built upon mainly with the same suburban type of two-story villa with a small strip of garden and a low rent. Another Board School is located in this new neighbourhood, with a couple of small churches. The Parish Church of St. Swithin, Hither Green, stands in the main road just west of the new hospital. Turning down George Lane, Mansfield House stands on the edge of the hill looking out over fields through which runs a footpath to High Road, Lewisham. North of George Lane to Cornhill Road is all thickly settled with the exception of Lewisham Park, surrounded by large houses, and Ladywell Park, used as a football ground. The lower end of Hither Green

Lane, known as Carup's Hill, is a very poor neighbourhood of small out-of-date tenements, built on the steep hill-side. High Road, Lewisham, from Rushey Green north, is a curious mixture of old and new houses, and wherever the ground could be obtained, new streets have ousted the old places. The road is very wide with tramways running to New Cross, and the spare ground railed in and planted with shrubs. At Rosenthal Road is the new Wesleyan Church, and at the corner of Hawstead Road is the old George Inn and cottage with the Lewisham Grammar School for girls, a fine building, on the opposite side. On the west side are John Thackeray's Almshouses, the Priory House, embattled and ivy-covered, the workhouse and infirmary built in 1893, the six almshouses of the Leathersellers Company, erected with funds left by the vicar of the Parish Church in 1664, and St. Mary's Church, which was rebuilt in 1777, on the site of the old building. It contains several old monuments, and on the outside wall is a tablet dated 1657 to Abraham Colfe, the then vicar. On the east side is the Congregational Church and temporary Public Library at Courthill Road, Lewisham Park Crescent—a wide open road with large houses facing the park—the National Schools, and "The Limes," a portion of which with the entrance gates still remains, but shops have been built on most of the grounds. Opposite "The Limes," are two old wooden houses, dilapidated and weather-beaten and used as shops. The vicarage of St. Mary's stands at the corner of Brockley Road facing a vacant lot where Lewisham House formerly stood. From Brockley Road to the High Road at Lee, both sides of Lewisham Road are lined with shops, and the street is a busy one. The High Road, Lee, an important main thoroughfare, is rapidly changing its quiet homely aspect at the western end for the bustle and noise of shops and increasing traffic. From Lee Bridge to Manor Park is a market street with a long line of new shops just erected on the grounds of Lee Lodge estate. Up the hill to the south runs street after street of medium-sized villas with a larger class of house at the top. There is still some open ground on the summit, along Clarendon and Pascoe Roads, but the situation is so excellent that it will soon be built over. The Quaggy River skirts the base of the hill on its way to Ravensbourne, and now runs in a deep channel lined with concrete since the last inundation of Lee by this erratic stream. Opposite Brandram Road is the Old Road —the original line of the High Road—which was cut through the estate of Lee Place in 1826, when that mansion was pulled down. The old mansion called Lee Lodge, or latterly "The Firs," stood facing the western side of the Old Road, with eleven acres of pleasure grounds celebrated for their beauty adjoining, but was lately pulled down, and the estate is now being rapidly covered with the inevitable suburban villa cottages. The house called "Alwins" to the west stands on the old grounds of "The Firs." The almshouses of the Merchant Taylors, covering a great deal of ground, are opposite this property. The space between the Old Road and the High Road is still unbuilt upon, and with its greensward and sheltered by some beautiful

old trees, is in perfect harmony with the old houses facing it. The Manor Lodge (the old Manor Farm-house) stands at the corner of Manor Lane, with its fields now cut up by streets, next east is "Pentlands" with about two acres of ground, and adjoining the Manor House a large brick house with entrance gates, and closely cropped hedges, now used as a school. The grounds are very extensive and pretty, the walled fruit and kitchen garden which formerly supplied St. James's Palace being used as a nursery. "The Cedars," the last of the old colony, is a large, square, red-brick house, with fine cedars in the gardens. Another old mansion, "Lee House," stood at the eastern end of the Old Road, but it was sold, pulled down and the grounds, about eight acres, built upon. The High Road from here, with shops ousting the dwelling-houses at both ends, winds to the south-east past a chapel and almshouses and meets the Eltham Road at Lee Green.

CHAPTER XXVIII

ELTHAM, PLUMSTEAD, AND SHOOTER'S HILL

The eastern portion of Plumstead contains some beautiful scenery and woodland. Bostall Heath and the old Park wood are two of the most charming spots in the district. The Heath, comprising sixty-four acres, was purchased in October 1877 by the Metropolitan Board of Works for £6000 from the trustees of Queen's College, Oxford, and is now a public space. Old Park or Bostall Wood, the property of Sir Julian Goldsmid, is seventy-six acres in extent, and full of delightful scenery. The eastern edge of the Heath is hemmed in with villas, well placed for bracing air and wide views. Across the Heath is Lodge Lane, a pleasant way running downhill between high hedges to East Wickham, past farm lands and pasture. At the junction of this and Wickham Lane is the new Plumstead Cemetery (1891), with a pretty little stone church overlooking the valley, and the white gravestones beginning to show against the hill-side. Wickham Lane, leading downhill to Plumstead Road, is rapidly building up with street after street of bright well-built houses which let rapidly. A row of small tenements with gardens behind stand at the Brickyards. These are in the occupation of the labourers on the land, and are placed as far back from the road as the cemetery wall. The enormous piles of brick ready for sale, the burning kilns, and the busy workmen show what a call there is for the produce of these works. The other side of the valley from the brickyards is mainly chalk, and great pits show how much this was formerly dug.

Several dene-holes have been discovered in this vicinity, sunk into the chalk to various depths. The object of these peculiar shafts is in doubt, some authorities calling them storehouses, while others claim they were sunk to get a better quality of chalk for exportation. The valley is cultivated for vegetables, and the crops are prolific. The Plumstead River ran down to the Thames through this valley with a branch to Lesnes Abbey, but the embanking and draining of the marshes dried up both. Woolwich Cemetery, directly behind the brickyards, contains some thirty acres enclosed with a wall, the burial-place of one hundred and twenty victims of the sinking of the *Princess Alice* steamer on the Thames on September 3, 1878. Adjacent is the grave of the captain of the ship and his relatives who were drowned.

Facing the cemetery is the eastern end of Plumstead Common, which consists of ninety-nine acres, and was bought from Queen's College in 1877 for £9000. It is now one of the largest of London's open spaces. Along the edge of the Common numbers of houses have been built; to the south the cemetery is still open, but north to the Plumstead Road is solidly built up. The eastern end of the Common was formerly enclosed and used as a practice ground for artillery, but is now open. Woolwich Workhouse and Infirmary are just under the edge of the Common to the east of Cage Lane, so named from the old cage for the confinement of prisoners, and the stocks being built there. The whole of the streets on the north side of the Common have followed the trend of the combes which lead down to the Thames level. Of these the deepest and most picturesque is the Slade, with a Board School at the head. The name *slade* is mentioned as synonymous with *glade*, and would just fit the locality. Facing across the Slade is a row of old houses merging into Plumstead Common Road, which is built up with a good class of dwellings, and from here to the foot of Shooter's Hill the fields are rapidly being encroached upon with streets and buildings.

On the north side of the Common is the old mill, formerly a landmark, but now dismantled, and come to a melancholy end in being used as a storehouse for beer by the adjoining public-house. In Ancona Road, near the mill, is another of the Upper Plumstead Board Schools, whilst a temporary building does duty in Plum Lane. From Burrage Road to Griffin Road is closely built, the houses at the upper part of the slope being for a better class, the mechanics living lower down. The pitch of the hill and the nature of the soil make this a very healthy district. The western end of the Common is split up, and facing the extreme end is St. Margaret's Church on the edge of a very deep valley. Across the road are the Central Schools, erected in 1856, and at the corner of Burrage Road the large red-brick Wesleyan Methodist Chapel. Up Plum Lane—the steep ascent to Shooter's Hill—the houses are advancing, and before entering the belt of wood, a glance round shows the wonderful growth of Charlton and Plumstead from the marsh level up to the plateau of the Common, and now they advance on the slopes of Shooter's Hill. The spires of the churches and the new tall School Board buildings are prominent, with the smoke of the Arsenal stacks and the marshes in the background. Shrewsbury House was at one time the residence of Princess Charlotte, but is now the Crole Wyndham Memorial Convalescent Home for Children. It stands in beautiful grounds with a grand outlook, and is a splendid site for sick children with its bracing air and pleasant lawns.

Shrewsbury Lane as far as Shooter's Hill Road is lined with villas, most of which are on the west side, and immediately behind are the open fields. The houses on the west side overlook Woolwich, with the Military Academy below them, and those on the east side have views over the Clothworkers' Wood and East Wickham.

At the corner of Shooter's Hill Road is the Bull Inn, built on the site of the old "Bull," a famous road-house on the old Dover turnpike during stage-coach days. Shooter's Hill at this point is five feet one inch higher than St. Paul's Cathedral. This hill, covered as it always has been with dense undergrowth, was a favourite haunt of highwaymen and smugglers. The stage-coaches were robbed continually, and though the offenders were hanged when caught, it did not deter others. These robberies died out as coaching languished. Even as far back as 1381 the bailiff or janitor of Eltham Manor was ordered to cut away the undergrowth on each side of the way at *Shotersheld* as a protection against robbers. On May-Day 1515, Henry VIII. and Queen Katherine with their retinue "rode to the high ground of Shooter's Hill to take the air," and here they were met by two hundred archers led by a captain personating Robin Hood, who, after exhibiting their prowess, served the King and Queen with venison and wine. When the King and his company departed, the archers accompanied them. A mineral spring at the top of the hill, once in repute and mentioned by Evelyn, is now practically forgotten. The eastern slope of the hill pitches sharply down towards Welling, with Oxlea Wood and Falcon Wood on the south, and "The Farm" and several villas on the north side, to the "Anchor in Hop," which is the boundary of the parish.

At the summit of the hill, overlooking Eltham, is the Castle Wood and House and the noted Sevendroog Castle. The latter stands in a magnificent position for seeing all over the country, and the view from the roof is celebrated. The Royal Engineers used it as an observatory in making a survey of England in 1848. The tower was erected in 1784 by the widow of Sir William James of Park Farm in honour of her husband, who distinguished himself against the pirates of the Indian Seas, one of his exploits being the capture of the fortress of Sevendroog on the coast of Malabar in 1775. A pathway leads from here past the Park Farm and Eltham Park into the Eltham Road. In the bottoms between the wood and Eltham are beautiful pastures, in one of which is a rifle range for the local volunteers. From the summit of Shooter's Hill going towards Blackheath to the foot the northern side of the road is covered with new villas, although in places the old houses are predominant, with a quaint old inn here and there. On the south side at the entrance to Castle House is a reservoir in connection with the Herbert Hospital, where all the drinking-water is treated with lime, and also an old-fashioned oak drinking-fountain in memory of Samuel Edmund Philpott, a church, and the Common. The broad arrow is frequently seen, all this land belonging to the War Department. The police and fire stations are here together, and it was when digging the foundations for the former that the skeletons of Russel and King, two desperadoes hanged and gibbeted in 1809, were found.

Facing Woolwich Common on the south side of Shooter's Hill Road is the Herbert (Military) Hospital, built in connected pavilions, with a fine entrance and

offices. Behind this is the Greenwich Cemetery, and to the west the new Fever Hospital built of red brick, and like its companion in pavilions connected by covered ways. It is still in the builders' hands, but is rapidly nearing completion, and when finished will be self-contained and as near perfection as possible. Westward along the main road towards Greenwich on the north side are a military laundry, stables, and a veterinary hospital. Beyond the Blackheath and Charlton College Hospital, a path leads south-east through market gardens to the Manor Farm in Kidbrooke. From here a fine new road runs through the fields to the Eltham Road, skirting the Green and Kidbrooke Lane, formerly the favourite haunt of gipsies and the scene

SEVENDROOG CASTLE, SHOOTER'S HILL

The tower was erected in 1784, and in 1807 (the date of this print) was the property of Lord George Ratcliffe.

of a mysterious murder, into a south-easterly direction across the fields to Well Hall and Eltham Bottom Lane. On both sides of this lane the land is all under the plough except at the Hall, where the numerous haystacks speak well for the fertility of the meadows. The original house was very old, but in 1733 Sir Gregory Page of Wricklemarsh is credited with having pulled down the greater part of the old house and erected the one now standing. The farm was formerly known as West Home, and has some 200 acres belonging to the property. There are still portions of the old mansion remaining with parts of the old moat, lawn, and garden shaded by fine cedars.

The Ketbrooke, anciently written Chitebroc, gave the name to Kidbrooke,

and is now called the Quaggy. It passes by the house, and meeting the Ravensbourne at Lewisham, flows into the Thames at Greenwich. A new station for Eltham has just been opened at Well Hall, which is nearer to the village than the old station by Mottingham. Passing up the lane by the vicarage of St. John's Church, one reaches the main street of Eltham. To the west the Eltham Road winds down the slope, and, passing the Green and crossing Eltham Bridge, joins the Blackheath Road at Lee Green. This road is still a country lane, the houses not being met with till the limits of Lee are reached. North of the high road is under cultivation, and south a great deal of the land is in pasture, especially round the Middle Park, formerly a famous breeding farm. Most of the land round Eltham is Crown property, and as such has been very little spoiled, in fact Eltham village to-day is, with its quaint inns and houses, a pleasant relic of the past. The main street is full of these old places, and in the yards behind are many old dwellings. One of the best of the old houses is at the foot of the High Street on the Oakhurst Farm property, and on this same land, enclosed with high brick walls, entered by a fine pair of iron gates, is a very peculiar summer-house built high up on the angle of the wall, but now only overlooking a cabbage field and a nursery garden. Lorne Terrace facing this is a row of prim eighteenth-century houses built flush with the road to economise space. Lyme Farm is noticeable for the fine yews in the garden. The row of houses of which the "White Hart" is the end is old, and behind the inn are two quaint cottages with small leaded windows. The "King's Garden" is noted on the wall of an old cottage above, but merely leads to some modern villas built back from the road on what may have been a portion of the King's Garden. The old houses at the "Greyhound," the "King's Arms," and the "Chequers," with the eight mile stone built in the front, are types of the low ceiling and sanded floor inns now so fast disappearing. St. John's Church, a modern building on the site of an earlier church surrounded by an old walled churchyard, with a lich-gate, faces the courtyard leading to the old palace. A little higher up the main street is a red-brick Congregational Church and some old mansions. North of the courtyard more old inns appear—the "Castle," with its out-of-date tea-gardens and bowling-green, and the solid brick-built "Carpenters' Arms." The Jubilee Cottages are situated down a yard among wooden cottages and stables, evidently an old inn yard. At the corner above are three almshouses to the memory of Thomas Philpot, who died in 1682, and at the foot of this side street is a Board School. Across the main street from the almshouses is a Roman Catholic Church School and Church House.

Southwards are several small lanes and houses, for the most part very dirty and ill arranged. Pound Place is a marked example of this, with its dilapidated houses. Eastwards the High Street is all composed of old dwellings, notably the north side. From the "Rising Sun" is a terrace of houses with steep tiled roofs, small windows,

and boarded below. There are more almshouses here erected by the same Mr. Thomas Philpot, with the old workhouse adjoining, now also used as an almshouse. The street opens up now with good houses, and at the Monument (a sewerage ventilation shaft!) the roads divide, one running south-east to Sidcup, the other east to Bexley. Returning to the courtyard and passing south past a row of severely plain houses and the noted crooked elm on the east side and a few shops on the west, a good residential neighbourhood is reached, with the Palace on the right.

The old-fashioned wooden houses outside the Palace were the ancient lodgings of the Lord Chancellors, and probably Wolsey, Sir Thomas More, Gardiner (Bishop of Winchester), Sir Nicholas Bacon, and Sir Christopher Hatton lodged in them. The houses are in excellent preservation to-day. Opposite, where the gateway stands in the high red-brick wall, was the entrance to the ancient tilt-yard, now built over. From here ran several underground passages; the main one, beneath the moat, continues towards Middle Park and has been explored for over 500 feet. The house in the tilt-yard corner is old and rambling, and is now in the occupation of Mr. Miskin. The lane opposite leads through the fields to Middle Park and Mottingham. Across the moat is a bridge of four finely groined arches with buttresses. The moat is for the most part filled in and used as a garden, but where the bridge crosses it is still full of water. The width varied from 60 to 115 feet. The Moat House stands on the site of the buttery and kitchen of the Palace, and containing remains of the ancient buildings, is very noteworthy with its old barge-boarded gables. A new wing was added to the east end in 1859. The house adjoining the Banqueting Hall is also old, with a wide lawn and garden behind running down into the moat.

The King's House or Eltham Palace was probably built on the land of John de Vesci, or perhaps on the spot where Henry III. in 1270 with his Queen and chief men of the realm kept Christmas publicly, according to the custom of those times. Edward I. (Aug. 2, 1297) signed several charters at Eltham. Edward II. lived in the Palace with his bride Isabella the Fair, and their second son John of Eltham was born here. This is probably the origin of calling it King John's Palace. In 1347, Edward III. held a tournament here, and in 1364 entertained King John of France, the kings of Scotland and Cyprus being also present. Parliament attended on Edward III. here, and in 1386 Richard III. ordered forty of his parliament to attend on him. It was here he was informed of the Duke of Gloucester's conspiracy against him. Henry IV., Henry V. and Henry VI. resided much here. Edward IV., as would appear from his devices among the ornaments, built the great hall, and is said to have erected the stone bridge. He also kept Christmas here in 1482. Henry VII. set up the "Fair Front" over the moat. Erasmus and Sir Thomas More visited Henry VII.'s children here in 1498 whilst being educated. Henry VIII. kept Christmas here in 1515, and on that Christmas Eve Wolsey took the oath of office of Lord Chancellor

in the presence of the King, and here in 1525 he framed the notorious statutes of Eltham for the regulation of the King's Household. Queen Mary was here for a short time in 1556 and Queen Elizabeth in 1559. James I. is supposed to have been the last royal resident, in 1612; however, Charles I. visited Eltham in November 1629. From that time Eltham Palace gradually declined in favour of Greenwich, which was for some time fashionable. All that is left standing of the buildings is the Banqueting Hall, now rapidly crumbling away and with the roof and arches shored up. The Hall is 101 feet long by 36 wide with a magnificent oak roof, ten windows

ELTHAM PALACE FROM THE SOUTH-WEST, AS IT APPEARED IN 1804

on each side, and oriels at the ends which are 14 feet wide and nearly 10 feet deep. The Hall possessed a profusely decorated screen with a music gallery over it, and both were perfect in 1782.

Court Road to the east of the Palace connects the town with the railway station, and until recently the western side only was built up with good villas, but now the Eltham Lodge property has changed hands, and many houses are being built on the eastern side of the road. The rest of this extensive property has been leased by the Eltham Golf Club, who have laid out a very fine course, retaining the lodge as their club-house. The view over the grounds is admirable. Southwards from the station,

the right hand road to Mottingham is built up and houses are beginning to appear in the fields on all sides. The Parish Church and rectory of Mottingham are in this road, and here, as everywhere else in this neighbourhood, the ground is all Crown property. Mottingham is rapidly being built upon, and the lane leading east as far as White House Hill forms the London Boundary. Passing Cold Harbour Farm, the V.R. on the farm barns is noticed, and continuing across the footpath through the fields, and having a glimpse of Chislehurst at the foot of the hill, Green Lane is entered. The land from Green Lane to Mottingham Lane is almost all under plough, but to the east a great proportion is in grass. The fields contain a fine racing and steeplechase track on which at one time the Royal Artillery Steeplechases were held. Leaving the track, Cross Lane and Southwood Road are reached. The latter is now entirely built upon, and new streets are being run off at right angles, but a couple of the original cottages are left among the new ones.

New Eltham or Pope Street Station is convenient for the many who work in London and live here in the rapidly growing neighbourhood. All along the main road south and north buildings are going up, of a poor style and for the most part flimsy in construction, with a nest of small shops near the station. Pope Street is built upon for a short way, and then almost all the ground is pasture. The road winds under magnificent elms with Crown lands and woods to the east past the old Southwood House and Pole Cut End with the Blackboy and Reston's Woods, up to Avery Hill, the residence of Colonel North of Chitral fame. The house was rebuilt in 1889, and the old road to Bexley brought past it. The outlook is very fine and the grounds beautifully laid out, but a high brick wall with lodges at each end and wrought-iron gates of beautiful design shut in the house. Ascending the hill, there are more detached houses on the south side, with old gravel pits opposite. Eltham Park with its fine trees and pastures can be seen on the north side, while a board at the gate informs the public that it is for sale. It is at present in possession of the Baroness de Stern. The houses now are closer together, and at the corner of the road to Southend one is especially noticeable from its heavy square outbuildings, the buttresses strengthening it, and the bay windows far out over the pavement. The southern road has many houses, and at the junction with Victoria Road is the nucleus of the old village of Southend, which was formerly the seat of the Wythens family. Holy Trinity Church is here. Victoria Road and North Park contain some good houses, the bulk of them inhabited by those whose business is in the city; in fact, most of the villagers come under this head, and since better transportation has been afforded, Eltham is growing rapidly. At the top of the Victoria Road is High Street, Eltham, with the local police station.

CHAPTER XXIX

THE THAMES

Along the shoars of silver streaming Themmes:
Whose rutty bank, the which his river hemmes,
Was paynted all with variable flowers,
And all the meades adorned with dainty gemmes,
Fit to decke maydon bowres, and crowne their paramours
Against the brydale day which is not long,
Sweet Thames! runne softly, till I end my song.

SPENSER.

THERE are in the world many larger streams than the Thames. The greatness of a river does not, happily, depend upon the volume of the water, otherwise the Thames, the Tiber, and the Seine would be insignificant, and the Amazon would be the most noble of all rivers. The Thames, the river of London, is the sole cause and reason of the city's existence; without the Thames there would be no city. The river bears upon its broad waters the commerce which sustains the city; it carries into the Port of London the imports, and carries out of it the exports, of the city; it is associated with almost every chapter in the history of the city. The growth of the city, the growth of all the towns upon the banks of the river; the constant use of the river as a common sewer; the pollution of its waters by chemical waste products; and the introduction of steamers continually churning and disturbing the water, have changed the river in some respects greatly for the worse. A hundred and eighty years ago it was full of fish; hear the testimony of Strype:—

What should I speak of the fat and sweet Salmons daily taken in this stream, and that in such Plenty, after the time of the Smelt is past, as no River in Europe is able to exceed it? But what store also of Barbels, Trouts, Chevins, Pearches, Smelts, Breams, Roaches, Daces, Gudgeons, Flounders, Shrimps, Eels, etc., are commonly to be had therein, I refer me to them that know by Experience better than I, by Reason of their daily trade of Fishing in the same. And albeit it seemeth from time to time to be, as it were, defrauded in sundry wise, of these her large Commodities, by the insatiable Avarice of Fishermen; yet this famous River complaineth commonly of no Want: but the more it loseth at one Time, the more it yieldeth at another.

His contemporary Maitland speaks with the same admiration:—

Though the infinite variety of fish, with which the Sea abounds for our Refreshment and Delight,

seems a Prodigy; yet those which *this* River only nourishes and supports, are likewise almost as surprising and certainly must be gratefully acknowledged. . . .

How remarkably good is its Salmon! What fine large *Flounders*, *Smelts*, *Shads*, *Trout*, *Graylin*, *Perch*, *Carp*, *Tench*, *Barbell*, *Chub*, *Roach*, *Dace*, *Gudgeon*, *Pike*, and other Fish, as *Eel*, *Lampreys*, *Bleak*, *Ruffe*, etc. (too many to mention), are there caught above London Bridge; nay, and oftentimes *Sturgeon*, and that of a considerable size! And, withal, how many other Kinds of Salt-water Fish, as *Bass*, *Mullet*, *Tarbets*, *Soles*, *Maids*, *Plaice*, *Dabs*, *Skates*, *Thornbacks*, *Halybuts*, *Pearl*, *Whiting*, *Haddocks*, etc., with several sorts of Shell-fish, as *Oysters*, *Muscles*, *Cockles*, *Buntins*, *Crabs*, *Prawns*, *red* and *white Shrimps*, *Crawfish*, etc., are there caught below Bridge, even within the Jurisdiction of the City of *London*!

A large number of people followed the trade of fishermen. Formerly, before the nobles built their palaces along the river, they lived on the banks by Charing Cross; when they were driven out of this place, they crossed the water and took up their quarters at Lambeth, where the last of the Thames fishermen lingered until well into the eighteenth century. The stream flowed clean and bright except when it was muddied by a land flood.

Great has been the love of the people for their river; nor would it be possible to write about the Thames without quoting the lines of Herrick, one of London's most famous sons:—

I send, I send here my supremest kiss
To thee, my silver-footed Thamasis.
No more shall I reiterate thy strand,
Whereon so many stately structures stand;
Nor in the summer's sweeter evenings go,
To bath in thee, as thousand others doe:
No more shall I along thy christall glide,
In barge with boughes and rushes beautifi'd,
With soft-smooth virgins for our chast disport,
To Richmond, Kingstone, and to Hampton-Court;
Never againe shall I with finnie ore
Put from or draw unto the faithfull shore,
And landing here, or safely landing there,
Make way to my beloved Westminster,
Or to the golden Cheap-side, where the earth
Of Julia Herrick gave to me my birth.

The Thames was always the principal highway of the Londoner. Not the streets at all, but the river. The streets were market-places; they contained stalls, workshops, houses; but they were not the means of communication; the river offered a far easier, quicker, and even a safer way. Did a man desire to go from the East of London—say Bishopsgate—to the west—say Ludgate Hill—it was much quicker and more convenient for him to go to the Tower Stairs, and there take boat, than it was to walk through the streets. Did a man desire to transact business in one of the taverns of Southwark with a hop-grower or a farmer out of Kent, it was easier and pleasanter to cross by boat than by the bridge; in fact, we must remember that London Bridge was intended for the carriage of goods or the

passage of troops rather than for the daily and habitual use of passengers; its narrow way—only 12 feet across—shows that the custom of people was, and continued till the removal of the houses, to cross by boat. And, of course, if a man had business in Westminster, it was far quicker and easier for him to take boat than to walk or to ride.

It is difficult indeed, when one thinks of the Thames of to-day, comparatively deserted above London Bridge save for a few barges, to realise this. We have only of late years taken to crossing the river by a bridge. Now we do not know where the nearest stairs are, and if we went down we should not find a boat to take us across. There are certainly stairs upon the Embankment, but not a single boat waiting for passengers. At an earlier date there were thousands of boats on the river plying for hire; the river was full of picturesque life; pleasure-boats went up and down prettily painted and decorated; stately city barges with eight oars on either side swept along; swans floated about. The great number of swans on the river is admired by all who write on London; they were found below bridge as well as above.

Hentzner says that the river "abounds in swans, swimming in flocks; the sight of them and their noise is vastly agreeable to the fleets that meet them in their course."

Sometimes the watermen sang as they rowed; sometimes they cursed and used the worst language possible. But who would not prefer the fresh air and the ease of a boat, though the breeze was charged with the imprecations of the coarsest men in London? The watermen of London had their own company and their rules as to the fares and the hours of work; they were a body numbering some thousands; they were notorious for their riotous conduct among themselves, their horrible language, and the foul abuse with which they pelted each other and the passengers in other boats. Vincent Bourne says of them:—

> At nautae venientem ubi me videre sagaces,
> Sese disponunt, omnes clamare parati,
> Et jam protensis manibus diversa loquuntur.

In 1594 John Norden states that 40,000 persons were then maintained by the river alone, counting in the number barge and lighter men, stevedores, porters, watermen, fishermen, boat-builders, mast-makers, and makers of all kinds of gear required for ships.

In the sixteenth century there were 2000 wherries in the river, supporting 3000 watermen, without counting the tilt or covered boats, the tide-boats, and the barges that constantly sailed and rowed up and down the river with the tide. In 1822 there were 9000 watermen earning their livelihood on the river.

A daily service of boats sailed between Gravesend and London; it consisted of the common barge, which cost twopence for each passenger, and of the tilt or

covered boat, which cost sixpence. In the year 1592 the Gravesend tilt-boat capsised opposite Greenwich Palace, having forty passengers on board, most of whom were drowned before the Queen's eyes. The watermen were driven off the river partly because people grew tired of their coarse language and their abuse, partly because the omnibus and the penny steam-boat were a great deal cheaper and a great deal quicker, but there are still a few of them remaining, plying by licence, with fares strictly regulated.

From the Nore almost as high up the river as Richmond, on both sides, right and left, ran formerly, and still runs along the greater part, a very remarkable earth-work, faced on the outer side with stone, which keeps the water of the Thames at high-tide or at spring-tides from overflowing the lowlands, which formerly made broad marshes along the bed of the river in its lower reaches—that is to say, from Richmond to the mouth. This embankment is about 30 feet broad at its base, and about 8 feet broad at the top; it slopes down on either side at an angle of about 22 degrees. At high-tide the meadows are below the level of the river, and would, but for the embankment, be completely flooded. The topography of London shows that the earliest city once looked, at high-tide, over a vast shallow lagoon, stretching south as far as what we now call Clapham Rise and Brixton Rise; to east and west we must extend this lagoon very much farther. It once covered the site of Lambeth, Battersea—save for a bramble-covered islet here and there,—Hammersmith, Putney, Kew, and the lower parts of Richmond. It stretched below London, over the Greenwich marshes, along the coast of Kent on the south, and along the coast of Essex on the north. This huge and costly work was built in order to convert these waste and swampy levels into pasture-lands rich and valuable.

One who writes (1750) against the theory that the earliest London was on the south of the river, points out that, when at spring-tide the river rises higher than usual, the channel which carries into the river the small stream called the Falcon, not only receives the water pouring in, but fills all the neighbouring ditches, and overflows its banks into St. George's Fields; "and considering that above a twelfth part of the river is denied passage by the piers and starlings of London Bridge (if flowing at an ordinary spring-tide, upwards of nineteen inches higher on the east than on the west side of the said bridge), I think there is a plain indication that before the Thames was confined by banks, St. George's Fields must have been considerably under water every high-tide."

Now the Romans had villas at Southwark; many fine pavements have been found there, with coins and Roman pottery, and remains of other kinds. They could not live there unless they were secured against inundations. Further, the story of the invasion of Aulus Plautius points to the existence of very extensive marshes in the immediate neighbourhood. The natural conclusion is that the Romans themselves constructed this great work. That no mention is made of the

undertaking need not surprise us; no mention is made, or next to none, of the administration and institutions of Roman London, of Augusta, though it was a city of such great wealth and importance. No mention is made of the building of the wall—none of the building of London Bridge. The earthwork may, it is true, have been made by the people themselves before the arrival of the Romans. That they were perfectly able to construct such an earthwork is proved by the great Wans Dyke near Devizes. In that case London, as a centre of trade, must have been a great deal older than the Roman period. In one place a curious discovery was made. It was found that trunks of trees had been laid side by side, and one upon the other, and that the interstices had been filled up with small branches. This method was elementary, but there is no doubt that it would succeed in keeping out a great deal of water.

This embankment is a very curious and little-known work. One may walk for miles without meeting a soul upon this lonely place. The easiest way to get at it is to take train to Barking, then to walk along the east side of Barking Creek till you arrive at the river, where stand certain chemical works. The embankment, which has been covered up and built over for most of the distance between London and the river Roding, now begins a little to the east of these chemical works. It continues as far as the Nore; it encloses Canvey Island and the other low-lying islands of the Essex shores: it runs round the east coast and protects Essex itself. From time to time there have been disastrous breaches in the bank. Thus, in 1324 about 100,000 acres of land between St. Katherine's and Shadwell were flooded; in 1376 there was an inundation at Dagenham, covering the lowlands belonging to Barking Abbey; in 1527 Plumstead Marsh became flooded. A little later people were encouraged to settle at Wapping for the better protection of the wall; it became Wapping-on-the-Wall in place of Wapping-on-the-Ouse. Between Purfleet and Grays there was a great flood in 1690. The latest breach in the wall took place on December 17, 1707. A very high tide flowed up the river, accompanied by a violent wind. A sluice constructed for the overflow of the waters in the meadows behind the wall was blown up with part of the wall on either side. The water poured in; no steps were taken to stop the flow. At every tide more water poured in, and more of the wall was washed away. In a few days about 1000 acres of rich land in the levels of Dagenham were covered with water, and a sand-bank was raised in the river a mile in length and reaching half-way across, forming an important and dangerous obstacle to navigation. In order to raise money for removing the bank and stopping the breach, a tax was imposed upon every ship coming into the Port of London.

The first serious attempt to stop the breach was made by one William Boswell, who for the sum of £16,500 undertook the work. He failed, and abandoned the attempt. Then one Captain John Perry took it up. This was in 1715. He

estimated the cost at £25,000, and stipulated for a further sum if this proved insufficient. In five years he succeeded in completing the work. Parliament gave him £15,000 more, and he remained a loser by his contract; but his work held good, and stands to this day. You may see within the wall what remains of the breach in the shape of Dagenham Lake. It was on the banks of this lake that the famous Ministerial Fish Dinner originated. A certain merchant, named Sir Robert Preston, had a cottage on the banks of the lake, where he used to go from time to time to fish in the waters for bream. One of his guests was George Rose, Secretary to the Treasury and an Elder Brother of Trinity House. Rose, who went also in an official capacity to look after the safety of the wall, once brought Pitt; then another and another Minister joined the party. The step from Dagenham Lake to Greenwich followed. The meeting became Ministerial, and in this way the Annual Whitebait Dinner became established.

A singular point about the embankment is the erection of chapels at irregular intervals upon it. A chapel on the wall is not, of course, unknown elsewhere; one may still be seen on the town wall of Lynn Regis. On the wall of London Town there was the Church of All Hallows on the Wall; the Hermitage, or Chapel, of St. James on the Wall; a hermitage at Aldgate; a chapel dedicated to St. Botolph at the four earliest gates. On the bridge there was the Church of St. Botolph at the north end, and that of St. Olave at the south; at the building of the stone bridge there was the Church of St. Magnus on the north, while St. Olave continued his protection on the south. There was also a chapel dedicated to St. Thomas à Becket in the middle of the bridge. There is a chapel on the bridge at Wakefield; there is a chapel on the bridge at Avignon. These chapels were erected for the offering of prayers for the safety of the wall or bridge. Therefore, when we find at Bradwell, Essex, a chapel on the wall, when we find another at West Thurrock, miles away from any village, when we find a hermitage at Wapping, we may fairly conclude that these places were originally designed for prayers for the preservation and maintenance of the work.

Many have been the processions and great functions upon the Thames. By the river State prisoners were always taken to the Tower or to the Fleet; by the river the Lady Elizabeth was taken to the Tower; by the river, forty years later, her body was carried from Richmond to Whitehall. The Lord Mayor's Show was formerly commenced upon the river. Nelson's body was carried from Greenwich to Whitehall in great state. (See illustration facing p. 210.)

We have already seen that the broad bosom of the river was covered with swans. These belonged to the Sovereign, to the Vinters Company, to the Dyers Company, and to Eton College. The ceremony of swan-upping, or swan-hopping, was observed with much state on the Monday after St. Peter's Day, June 29. On that day swans were marked with a knife in the upper mandible. The birds have

always been watched and cared for during winter by the fishermen and river-side people, for which duty they are still paid.

In 1841 the following were the numbers of the birds and the division :—

	Old Swans.	Cygnets.
The Queen	185	47
The Vintners	79	21
The Dyers	91	14

Doggett's Coat and Badge were rowed for first in 1716. The race was endowed by Doggett, an actor, in honour of the Protestant accession.

There have been many great frosts on the Thames, eight at least being recorded. The last time that the river was frozen over completely was in 1814. There have, however, been hard frosts since then. The abolition of the narrow arches of Old London Bridge and the embankment of the river have made the current swifter and the river deeper. Therefore the stream is no longer completely frozen over.

LONDON BRIDGE

The building of bridges—which was one way of helping the poor, the aged, and the crippled—was considered a religious work. Every useful work was religious, and was therefore kept as much as possible in the hands of the Church. A brotherhood was founded in France called Les Frères Pontifes—the Brotherhood of Bridge-builders—*Pontifices*. Several of the bridges built by this brotherhood in France still exist. It may be taken as quite certain that the Priest Peter of Colechurch, Cheapside, a master craftsman in the mystery of bridge-making, was himself a member of the order.

However that may be, Peter of Colechurch undertook, in the year 1176, the building of a stone bridge across the tidal estuary of the Thames—this broad river—in place of the wooden bridge which was then in existence. The foundations were laid a little to the west of the old bridge. The work took thirty years to complete. When the bridge was finally opened to traffic, the body of Peter lay in his tomb within the chapel dedicated to the citizen saint of London, Thomas of Canterbury. It is said by Stow that the river was diverted from its course during the progress of the work. This is manifestly impossible and absurd. Had such a work been attempted, there would be still existing some remains of so deep and so wide a trench.

On the death of Peter, King John brought over one Isembert, a Frère Pontife, who had built the bridge of Les Sainctes, and confided to him and to his assistants the completion of the work. The King proposed, in order to gain a revenue sufficient for the maintenance of the bridge, to build houses upon it, and to set apart

the rents of these houses as an endowment for the bridge. It was found necessary, however, in order to keep the bridge in repair, to assign for the purpose the tax paid by foreign merchants.

A toll was paid by passengers, carriages, and pack-horses, and every kind of animal that passed over the bridge. But Henry III. began to use the revenues of the bridge for other purposes. He writes to the Brothers and Chaplains of St. Thomas's Chapel, and to other persons living on the bridge, that the House of St. Katherine by the Tower would for five years receive the revenues. What does that mean? Later on he grants the revenues of the bridge for six years to his Queen, Eleanor of Provence. It would seem that the Queen spent all the money and neglected the bridge, for a few years later we find Edward I. ordering a general collection throughout the kingdom—it was regarded as a national work—for the repair of the bridge, and a special tax or toll on account of its ruinous condition. Twenty years later the same King issued to the Mayor an order for the levying of toll; and Edward II. issued letters to the Bishops asking that collections for the bridge might be allowed in their respective dioceses. One of the master-workmen, at his own expense, built the chapel on the bridge, which was endowed for two priests and four clerks. In addition, chantries were afterwards founded in the chapel. In the reign of Henry VI. there were four priests in the chapel—two for the chapel services and two for the chantries. There was a tower built on the north end of the drawbridge, and another at the south end of the bridge.

The chapel was dedicated to St. Thomas of Canterbury, London's own saint and a careful account of it may be found in the *Chronicles of London Bridge*. It consisted of two stories, both very richly decorated, but the lower even more so than the upper. They were both supported by groups of clustered columns with carved bosses, and had windows of great richness. The lower one formed a kind of crypt, and was paved with black and white marble.

A great many drawings remain of the bridge from the sixteenth century down to modern times. There were retained between the houses several open spaces guarded by iron railings, kept partly to remind the people that they were not in an ordinary street, but were crossing a river, and partly for the regulation of the traffic. When it was resolved to take down the houses, in the year 1758, it was necessary to provide a temporary bridge, which was, unfortunately, burned. The houses were not all taken down until the year 1761.

The bridge, like its Roman predecessor, was always supposed to be built on piles. In the year 1821, however, before the demolition of the bridge, Mr. William Knight, of Rennie's Office, made a survey of one of the starlings.

"The foundation of the piers on the north side—between the great lock and what is called the Long Entry Lock—and in the starling round it, appeared to be about 3 feet above low-water mark. The bottom of the masonry originally laid of the pier is about 2 feet 3 inches above low-water mark; and the first

course is laid upon a sill of oak, 16 inches wide by 9 inches in thickness, and perfectly sound. Immediately beneath this is a mass of Kentish rubble mixed with flint, chalk, etc., thrown in irregularly, but not mixed with any cement. The masonry above the sill seems well bonded together, with good mortar joints, but there are *no piles under the oak sill.* The external parts of the pier seem to have been new-fronted at some period—probably at the time when the centre arch was formed in 1759—as the base of this new fronting projects about 1 foot before the original pier. There are *no piles under the original part of the pier*; but to the *new part there are some small ones driven into the rubble*—which can be of little service—with some planks laid upon their edges. The new masonry is well bonded into the old work." Mr. Knight concludes by observing that, in all the accounts which he has hitherto met with, the old piers of this bridge are described as *standing upon piles*; but that, as he found this to be erroneous in the present instance, he considers it to be a fair conclusion that all the other piers were constructed upon the same principle (*Chronicles of London Bridge*, p. 397).

The bridge endured many misfortunes. In 1212, for instance, there occurred a disaster which, for the horror of it and the loss of life, can hardly be equalled in the annals of any city. It began with a fire at the Church of St. Mary Overies, or Our Lady of the Canons. A great crowd of people ran upon the bridge, either to assist in putting out the fire or to gaze upon it. The south end of the bridge took fire from the burning houses of Southwark; and then—it is not explained how, except that the south wind was blowing, which means that sparks and burning substances were carried to the north end of the bridge—that end too caught fire. Thus, the unfortunate people, hemmed in, could not escape in any way. Ships and boats were taken to their assistance, into which they rushed in such multitudes that the ships were capsised. About 3000 persons, it was estimated, perished either by fire or water on this fatal day.

In 1281 five arches were carried away. In 1437 the gate and tower on the Southwark side fell down with two arches. In 1471 the Bastard of Falconbridge burned thirteen houses on the south side. In 1481 a house called the "Common Stage" on London Bridge fell into the water, and so drowned five men. In 1633 the houses on the north end of the bridge, forty-three in number, were burned down. It was twelve years before the houses were rebuilt.

The building (says Strype) was of Timber, very beautiful and substantial; for the Houses were three Stories high, besides the Cellars, which were within and between the Piers. And over the Houses were stately Platforms, leaded with Rails and Ballasters about them very commodious, and pleasant for Walking, and enjoying so fine a Prospect up and down the River; and some had pretty little Gardens with Arbours. This Half being thus finished, the other Half was intended to be rebuilt answerable to this, which would have been a great Glory to the Bridge, and Honour to the City.

The bridge, however, suffered in the Great Fire. After the fire the houses that had been destroyed were all rebuilt. Those on the south side, however, were dealt with specially in view of the private interests involved. At last they too were erected in style and strength equal to the others, and so stood until they were all pulled down a hundred years later.

The decoration of London Bridge with the heads of traitors must not be

forgotten. Among the heads which thus adorned the southern gate and tower were those of William Wallace, the Earl of Northumberland, Bishop Fisher, Sir Thomas More, Jack Cade, the Bastard of Falconbridge, the Carthusian monks, seminary priests by the dozen, and regicides a few. It is pleasant to read that the faces of Fisher and More, though the heads had been parboiled, instead of decaying and withering, grew daily fresher and more ruddy, insomuch that for very shame they were compelled to throw one of them—the Bishop's—into the river.

The fighting on the bridge was frequent. Especially must be noticed the combat of David Lindsay, Earl of Crawford, with John, Lord Welles, on the bridge. The Scottish noble rode through England with a safe-conduct from the King; he had a following of twenty-nine gentlemen and servants. The duel took place on London Bridge in sight of an immense number of spectators. It was a great fight, fairly fought out, and the Scot came off victorious. Hector Boece gives a full account (Maitland's edition) :—

During the peace betwix Inglismen and Scottis, frequent cumpanyis wer of Inglismen in Scotland; and siclik of Scottis in Ingland; throw quhik, oftimes mony honorabil tornamentis wer betwix Scottis and Inglis, for defence of thair honouris, and glore in armes. Amang quhom, wes not litil apprisit, the honorabill victorie gottin be David, Erle of Crawfurd, on the brig of Londoun, aganis Lord Wellis. . . .

Als sone as the day of battall wes cumin, baith the partyis wer convoyit to the brig. Sone eftir, be sound of trumpat, the two partyis ran haistelie togidder, on thair bardit cursouris, with square and groundin speris, to the deith. Erle David, nochtstanding the violent dint of speris brokin in his helmont and visage, sat so stranglie, that the pepill, movit of vane suspitioun, cryit, Erle David, contrar the lawis of armis, wes bound in the sadil. Erle David, herand this murmur, demontit of his hors; and, but ony support, ascendit agane in the sadill. Incontinent, thay ruschit togidder, with new speris, the secound time, with birnand ire to conques honoure. Bot in the third rink, Lord Wellis wes doung out of the sadill, with sic violence, that he fell to the ground, with gret displeseir of Inglismen. Erle David, seing him fall, demontit haistelie fra his hors, and tenderly embrasit him; that the pepill micht understand he faucht with na hatrant, bot allanerlie for the glore of victorie. In signe of more humanite, he vesyit him ilk day, quhill he recoverit his heill. Mony othir contentionis wes at this time, betwix Inglismen and Scottis; ilk man contending to decore his awin nation with maost loving.

The romantic story of the origin of the Osbornes must not be omitted. It is probably quite true. Edward Osborne, the son of a gentleman of Kent, was apprenticed to Sir William Hewett, clothworker, who lived on London Bridge. He had three sons and one daughter, a little child named Anne. One day the child's nurse, playing with her at an open window, let her fall into the river below. The apprentice, Edward Osborne, leapt in and saved the child's life. In gratitude for this deed the girl's father, when she grew up, gave her to his apprentice in marriage with a rich dowry. Osborne was Sheriff in 1575, and Mayor in 1583-1584. He lived in Philpot Lane, and was buried in "St. Dionis in Fanchurch Street." He is the direct ancestor of the Dukes of Leeds.

Of London Bridge it would be possible to write volumes, so full it is of associations and memories. Of all their monuments, the bridge was the special

pride of the citizens. Their walls they suffered to fall into decay, and their ditch to be filled up. The river-side wall was taken down very early; the Londoner still preserved something of the Anglo-Saxon's dislike of walls. The Tower they watched with suspicion and dislike; but the bridge was their own. It was the main artery of their trade; it connected the City with the south country and with the Continent. It was a sacred monument; nowhere in the world was a finer bridge. The defence of the bridge was the business of the city; the maintenance of the bridge was a trust of the City authorities.

In almost all events of national importance the bridge played its part. Across the bridge streamed the wild following of Wat Tyler. Jack Cade fought all night long until the morning to force the bridge. The Bastard of Falconbridge was driven back after a long and fierce fight upon the bridge. Wyatt would have crossed the bridge had they not cut down the drawbridge and thrown it into the river. It had its part in the City processions and ridings. Henry III., and his Queen, Eleanor of Provence (whom the citizens afterwards pelted and cursed), were escorted across the bridge by the Mayor and Aldermen and principal citizens. Edward I., Edward II., Richard II., Henry V., Henry VI., Queen Margaret, Edward IV., Queen Katherine of Aragon, Philip of Spain, Charles II., William III., George I.—all rode across the bridge amid the acclamations of the multitude with pageants and shows and the flying of flags and the sound of music.

The pride and admiration with which the Londoners regarded their bridge were expressed by Howell in his verses :—

> When Neptune from his billows London spyde,
> Brought proudly hither by a high spring-tyde;
> . . . . .
> When he beheld a mighty Bridge give law
> Unto his surges, and their fury awe;
> . . . . .
> When the Cerulean God these things surveyed,
> He shook his trident, and astonished said:
> "Let the whole Earth now all her wonders count,
> This Bridge of wonders is the paramount."

Once a year, on September 7, the Mayor, Sheriffs, and Aldermen, after taking dinner together, repaired to St. Magnus's Church in scarlet gowns, accompanied by the Sword-bearer, and then, evening prayer over, they rode across the bridge to open the three days' fair of Southwark. On their return they had a supper at the Bridge House.

Every year those who watched the bridge looked in July for the appearance of the small yellow flower known as *Sisymbrium iris*, or the London rocket. It grew and blossomed wherever a ledge or a flat surface allowed it to sow itself and to grow up. Tradition maintained that it first appeared after the Great Fire, when it overran all the ruins not yet cleared away in the City itself. The bridge was not in its

later years regarded with so much respect. Already in the early sixteenth century Ben Jonson refers to the continual repairs carried on :—

> He minds
> A courtesy no more than London Bridge
> What arch was mended last.

The shops on the bridge consisted latterly of mercers and dealers in small-wares. After the fire of 1633, when forty-three houses were destroyed, the trades of their tenants were as follows: Dealers in small-wares, 7; hosiers, 6; hatters, 4; shoemaker, 1; silkmen, 3; milliner, 1; glovers, 2; mercers, 2; distiller, 1; girdler, 1; linen-draper, 1; woollen-drapers, 2; salter, 1; grocers, 2; needlemaker, 1; scrivener, 1; curate, 1; clerk, 1; empty houses, 5.

The houses on the bridge projected partly over the Thames, being built out after the fashion of the day. The projecting part nearly hid from view the small arches below. The houses were 27 feet deep from front to back, making the whole street 74 feet in width. A short time before the houses were pulled down, Scott, the painter, made an excellent picture of the bridge and the houses as they then stood. There is also a small view of the bridge in Hogarth, and we have views by Hollar, Vischer, and others. The tower, called Traitors' Gate, was taken down in 1577 and rebuilt, the heads being put up again on the new structure. This tower contained the machinery for raising and lowering the drawbridge, which was not finally taken away until 1758. It also contained the portcullis, and there were rooms over the gate. It was built of timber.

Behind this tower stood Nonsuch House, a most remarkable building. It was constructed in Holland, entirely of wood, and was brought over and put together with wooden pegs, without using a single nail. The description of Nonsuch House from the *Chronicles of London Bridge* may be quoted :—

> This celebrated edifice also overhung the east and west sides of the bridge, and there presented to the Thames two fronts of scarcely less magnificence than it exhibited to Southwark and the City, the columns, windows, and carving being similarly splendid: and, thus, equally curious and interesting was the Nonsuch House on London Bridge, seen from the water. Its southern front only, however, stood perfectly unconnected with other erections, that being entirely free for about 50 feet before it, and presenting the appearance of a large building projecting beyond the bridge on either side; having a square tower at each extremity, crowned by short domes, or Kremlin spires, whilst an antiquely-carved gable arose in each centre. The whole of the front, too, was ornamented with a profusion of transom casement windows, with carved wooden galleries before them; and richly sculptured wooden panels and gilded columns were to be found in every part of it. In the centre was an arch, of the width of the drawbridge, leading over the bridge; and above it, on the south side, were carved the arms of St. George, of the City of London, and those of Elizabeth, France, and England quarterly, supported by the Lion and Dragon: from which circumstances only can we estimate the time when the Nonsuch House was erected.

Somewhere on the bridge—it is not certain where—stood a cage or pillory for the punishment of women. In the year 1555, a very dangerous time for those who

possessed not the gift of continence of speech, a certain woman entered the Church of St. Magnus, at the north end of the bridge, and, seeing a "hearse"—*i.e.* an erection over an imaginary coffin, with lights—asked the meaning of it. She was told that it was erected in memory of the Pope recently deceased, and that all Christian folk must pray for him. "That will I not," she replied, "for he needeth not my prayer; and seeing he would forgive us all our sins, I am sure he is cleane himself. Therefore I neede not to pray for him." It seems a harmless thing to say. But the priests took offence, and she was carried off to the cage on London Bridge, there to cool her heels and correct her judgment. One would like to hear the further observations made by this free-thinker when she went home that evening.

The waterworks of London Bridge, which for 200 years and more supplied water to a great part of the City, were first put up by one Peter Moris, a Dutchman, in the year 1582. A lease was granted to Peter Moris for 500 years on condition of paying 10s. a year for the rent of one arch of the bridge. Two years afterwards, his invention proving of the greatest benefit to the City, the Corporation granted him the use of a second arch. His descendants and heirs sold their rights in 1701 to one Soames, who obtained the use of another arch; paid £300 fine to the City for the transfer of the lease, and made a company of 300 shares at £500 for working and developing the waterworks. For 120 years this company continued to supply water.

Besides the waterworks, there were erected on the starlings on the piers mills for grinding corn. These were of very ancient origin. In 1197 the monks of Rochester had a corn-mill on the Thames over against the Tower of London. In 1588, on account of the difficulty of grinding corn for the poor, leave was granted for the erection of four mills on the starlings at the south end of the bridge.

As for the mills and the arches during the last century of the bridge, one may quote Strype :—

> The Arches of this Bridge serve not only for Strength and Ornament to the Bridge itself, but also for communication of the Benefits of the River Thames, to all that lie upon its Banks from Westminster and upwards, unto those Parts of it where it falls into the Sea. For through these great Arches Vessels of considerable Burthen pass with Goods, as well as small Wherries with Passengers. Other Uses were made of these Arches, as for Conveyance of Thames Water into the City, to supply the southern Parts, and for Mills for grinding Corn. Of which last use I find there were, in Queen Elizabeth's reign, certain Mills erected for that purpose, under or near London Bridge, by order of the Magistrates of the City. To which, as soon as they were set up, some exception was taken and complaint made, as it seems, to the Court; as that they might prove injurious to the Bridge, or to the River. But it was shewn that the Bridge could take no harm by these Works. And it was provided for by this Means, that the water had, or should have its full course through the Arches; and that that part of the Mill which should stand nearest unto the stone work of the Bridge should be twelve feet off from any part of the Bridge.
>
> The Profit of these Mills was, that whereas, in Time of Dearth, the common People could not have any corn ground under four, five, or sixpence the Bushel, and many Times could not have it ground

at all in a long space, by Means whereof, People were constrained to buy Meal in the Market at such Prices as the Seller himself would, this would be remedied by the use of these Mills. Also the Badgers, or Meal-Sellers, enhanced the Prices as they listed; which could not be remedied, but by good Provision of Corn made by the Citizens, and sold in the Market, as experience has shewed.

The two arches next London are now stopped up for the use of the Water-Mills, but without any Prejudice to the Current of the Thames. The third Arch, on Southwark Side, is seldom and very rarely passed through, because of a Rock grown there a little to the East, which is visible at low Water. This Rock hath been observed this many a year. Therefore this Arch is called The Rock Lock. Two of these Arches are much larger than the rest; viz., That over which is the drawbridge; and the other called The Simile Lock. These were for the Use of greater Vessels, that went through Bridge, westward. The Draw-Bridge formerly was, upon such occasions, taken up; but now-a-days never, but when it wants repairing.

The Reparation of these Arches, and the Striking down Piles for securing them, is continual, and Men are kept on Purpose to take care of it and to do it. Whereof they have two Master-workmen, viz., a Head-Carpenter, whose Name is Wise, if he be yet living; and a Head Mason, whose Office it is to look after the Bridge, under the Bridge-Masters.

Among the residents of London Bridge several painters may be mentioned: Hans Holbein, Peter Monamy, Dominic Serres, Jack Laguerre, and Hogarth. Dominic Serres, a native of Holland, came here a prisoner of war; he was a sailor. His Majesty George II. allowed him his parole, and patronised his talents. Serres became a Royal Academician at Somerset House, was elected librarian of that institution, and had the honour of being appointed marine painter to King George III.

One of the shops on the bridge was kept early in the eighteenth century by one Crispin Tucker, a bookseller, who wrote verse of a kind, and even ventured to parody Pope. A notice of his house and its associations is contained in a book of reminiscences and gossip called *Wine and Walnuts.*

There was a bow-windowed back-room that projected over the Thames, and trembled at every half-ebb tide. Here Jack executed all his plates off-hand. This chamber of arts was celebrated, like Friar Bacon's study, for many inventions which are now buried in the great pit-hole of oblivion. Here Hogarth, in early life, once sojourned, and etched and engraved for old John Bowles, of the Black Horse, Cornhill.

I have heard Dr. Monsey describe this curious old apartment, as like one of the alchemist's laboratories from the pencil of the elder Teniers—a complete smoke-stained confusionary, with a German stove, crucibles, pipkins, nests of drawers, with rings of twine to pull them out; here a box of asphaltum, there glass stoppered bottles, varnishes, dabbers, gravers, etching tools, walls of wax, obsolete copper-plates, many engraved on both sides, caricatures, and poetry scribbled over the walls, a pallet hung up as an heirloom, the colours dry upon it, hard as stone, an easel, all the multifarious arcanalia for engraving, and, last of all, a printing-press.

Before the destruction of the houses on the bridge their condition was one of decay and danger. Picturesque they were, undoubtedly, as many an ancient and tottering street of old London was in the eighteenth century, when nearly all that was spared by the Fire was destroyed by the tooth of Time or by the builder. Pennant's testimony to the condition of the street is very clear:—

The houses on each side overhung and leaned in a most terrific manner. In most places they hid the arches, and nothing appeared but the rude piers. I well remember the street on London Bridge, narrow, darksome, and dangerous to passengers, from the multitude of carriages; frequent arches of strong timber crossing the street, from the tops of the houses, to keep them together, and from falling into the river. Nothing but use could preserve the repose of the inmates, who soon grew deaf to the noise of falling waters, the clamours of watermen, or the frequent shrieks of drowning wretches. Most of the houses were tenanted by pin or needle makers, and economical ladies were wont to drive from the St. James's end of the town to make cheap purchases (Pennant, p. 320).

Let us turn to the government of the bridge.

The bridge was not maintained entirely by tolls; it was endowed, and possessed a considerable amount of property, for which the Corporation were trustees. As we have seen, though sometimes adapted to other ends, the rents of the houses on the bridge were really part of this property. Private benefactions flowed in for the support of the bridge.

The care of the bridge was entrusted to two wardens appointed by the Common Council; the wardens were responsible for the maintenance of the bridge and the administration of the rents, subject to an annual audit carried out by two Aldermen and four members of the Common Council. At first the audit was held twice a year. The Serjeant-at-Mace summoned the auditors, and took action against tenants who were behindhand with their rents. The trust is represented in deeds sometimes by both wardens, sometimes by one only—in one case by "Benedict Sypwrighte of London, Warden of the Bridge of London, and the Proctors of the said Bridge, and the brothers and sisters there serving God."

In 1382 the wardens received a salary of £10 each; in 1562 they received a salary of £26:13:4 each, with a joint allowance of £4. In 1597 their salary was £50. They were liable for bad debts. On one occasion (1351) the wardens were dismissed for showing a deficit of £21; in 1440 the wardens owed £377:9:10, through the dilapidation of the houses and their standing unlet.

The voluminous accounts of the bridge were kept in 1272 in the Chambers of the Guildhall; they were then removed to the chapel on the bridge; thence to the Bridge House; they are now again at the Guildhall. The accounts are beautifully kept, with initial letters and other illustrations and decorations. Some of these are figured in *The History of the Tower Bridge*, prepared under the Direction of the Bridge House Estates Committee, 1894.

Among the deeds preserved in book B is one containing the ancient seal of the Bridge House. This seal . . . is, unfortunately, imperfect, the top and the greater part of one side being broken away. Of an impression affixed to another deed only the extreme base remains, and no other copy is known to exist in any public or private collection. The seal is lozenge-shaped, and in its complete form appears to have measured $2\frac{3}{4}$ inches by $1\frac{1}{2}$ inches. The obverse is inscribed [SIG]ILL : BEATI : THOME . . . and bears the following device: An arch of London Bridge, with a boat riding on the water below; upon the bridge above St. Thomas of Canterbury is seated, holding in his left hand a long upraised cross, his right hand being apparently lifted in an attitude of benediction. The workmanship closely corresponds with

that of the old mayoralty seal. . . . The reverse is inscribed [SEC]RETI : PONTIS : LOND . . . and bears a very interesting representation of the martyrdom of Thomas à Becket. . . .

No particulars of the date when this seal was first ordered can be found, but it must have been nearly co-eval with the foundation of the bridge, as a common seal would be necessary for conveyance of the bridge property. In 1539 Henry VIII. issued a proclamation for abolishing all images of St. Thomas à Becket within his dominions. . . . The Court made an order on September 28, 1539, that the arms of the city should be substituted for a figure of St. Thomas. Strangely enough, the saint was not dethroned from his seat on the mayoralty seal, where he reigns, jointly with St. Paul, to this day.

In 1358 the number of houses and shops on the bridge was 138, and their rental was £160 : 4s. In 1460 the rental of the houses amounted to £205 : 2 : 4. In 1602 the rental of the houses amounted to £472 : 11 : 8. The whole of the bridge property then brought in the yearly revenue of £1546 : 16s. In addition to these rents were the tolls paid by carts and wagons, and those paid by vessels passing through the bridge.

In 1490 the tolls for carts were farmed by one John Hashlan for £21 a year; in 1578 by one Thomas Horner for £55 : 13 : 4 a year. The tolls were 4d., 3d., and 2d. on loaded carts; empty carts returned free of toll.

In 1777 the tolls averaged £9 or £10 a day, and the total receipts for 1777-1778 were £3006 : 17s.

The officers of the bridge were the wardens, the renter (or collector), the clerk of the works, the comptroller of the bridge, the clerk of the drawbridge, six carpenters, four masons, two lawyers, one mariner, a keeper of dogs, a carter, a boy, a paviour, a plasterer and his servant, twenty-one tide-men, keeper of Bridge House, and other workmen as they might be wanted. Some of these posts were bought and sold in the eighteenth century. The place of clerk of the Bridge House was worth £1250, the two carpenters' £200 each, the mason's £200, the plasterer's £200, the paviour's £250, the plumber's £250, the two porters' £100 each, the purveyor's £200, the shotsman's £200.

The drawbridge was situated between the sixth and seventh piers, counting from the south end. It consisted of a wooden bridge, which was raised to allow vessels to pass or to prevent the entrance of an enemy. It was continually out of repair. It was renewed in 1388, and again in 1406. In 1421 it was repaired; in 1426 the bridge was strengthened by a tower at the north end of the drawbridge; in 1441 the drawbridge was again renewed; in 1480 it could not be lifted, being in so ruinous a condition; in 1500 it was repaired; in 1526 it was again closed to shipping; in 1557 it was repaired; in 1672, and again in 1722, it was renewed; in 1758 it was abolished.

The offices of the bridge were not upon the bridge itself, but at the Bridge House in Tooley Street. It seems remarkable that the house was not placed at the foot of the bridge. The second bridge, as we have seen, had its south end by St. Olave's. There was probably no room for the house there. It might, however,

have been placed on the west of the bridge. Now, if we consider that the south end of the first London Bridge had St. Olave's on the west, it would seem that the first Bridge House would be originally on the east side of the bridge. But between the Bridge House and St. Olave's towards the end of the thirteenth century a great house was built by the monks of St. Augustine, Canterbury, for the Abbot's town house. The Earl of Warren and Surrey in the year 1281, in a deed quoted by Stow, granted remission of rent due to him and his heirs subject to a memorial fee of 5s. weekly, together with the "admission of himself and his heirs into all benefits which shall be in their church." In other words, the Earl and his heirs were admitted "in fraternisation" of the convent in return for this gift. But the mention of the Bridge House shows that that building already existed in the same place where it afterwards continued. What was standing on the site of St. Augustine's House before it was built one does not know.

The house was provided with a dock, a wharf, a yard, and river-stairs. Its outward appearance can be guessed from some of the older maps, but not with any certainty. It can be seen in Agas's maps. The gate may be that of the Bridge House, but it may also be that of the Abbot of St. Augustine's, whose bones belonged, at the time when Agas made his map, to Sir Antony "Sent legar"—St. Leger. The house was guarded by mastiffs, those fierce guardians who were often a terror to the residents as much as to those who would break in. The accounts give glimpses of the house from time to time. The servants are mauled and bitten by the dogs; the house is newly glazed; the chambers are hung with cloth; they have a clock and a dial; curtains are hung up in the hall; leather buckets are kept in case of fire; they have a garden which is cultivated with care; they keep swans; they make a fountain of brickwork—with many other things pleasant and profitable. Above all, they set up granaries beside the Bridge House. We have heard Strype upon this subject. These granaries were a continual cause of trouble with the bakers. They objected to buying their meal here instead of the open market. The flour, they said, was musty—a thing solemnly denied by the Mayor.

The Bridge House became converted into warehouses. There was a great fire here in 1861 which destroyed the last of the old buildings.

After the opening of Westminster Bridge on November 18, 1756, the contrast between that broad and commodious roadway and the crowded and narrow bridge below caused the Corporation to consider what should be done to improve their bridge. A large party in the Common Council wanted to pull it down and build a new bridge; a majority, however, decided upon preserving the old bridge if that should prove possible. Accordingly, Mr. George Dance, the City Clerk of Works, surveyed the bridge and laid before a committee of the Common Council a scheme for removing the houses and making certain repairs at an estimated cost of £30,000.

Six years later an Act was passed by Parliament, authorising the Corporation to

make these improvements, and to provide a roadway 31 feet wide, with two footpaths, each 7 feet wide. The Corporation was also empowered to throw two of the arches into one. Additional tolls were imposed for the purpose of defraying these expenses, but these were soon abandoned, and a movement was begun for the abolition of all tolls over the bridge. In 1785 these tolls ceased altogether and the bridge was free.

In order to carry out the alterations it was found necessary to construct a temporary wooden bridge on the western side of the stone bridge. It rested on the starlings of the piers, and was made of stout oak timber. This construction was opened in October 1757. The houses on the old bridge had already begun to be pulled down. Their demolition took three years to complete. Early in 1757 the workmen are reported to have found a pot of money, silver and gold, of Queen Elizabeth's time. In May 1759, the name of "William Herbert on London Bridge" occurs as one of the publishers of *The Heirs of the Reformers*. The chapel house was not taken down until August 1760. It had long ceased to be used as a chapel. At the time of its demolition the upper chapel was found to be converted into apartments, while the lower chapel was a paper warehouse, having a crane attached to it for taking in goods from boats. In front of the bridge pier a square fish-pond was formed in the starling; into this fish were carried by the tide, and kept from swimming out by a wire grating. By this time Nonsuch House, once so splendid and glorious, was in a condition of dilapidation, let out to various persons for purposes of trade. Still, one cannot but regret the necessity for taking down the houses which made the bridge so picturesque. When these had gone, there was left nothing more than a long row of narrow arches, encumbered with starlings, waterworks and corn-mills, through which the water rushed and poured at ebb and flow, upsetting boats, driving craft of all kinds against the piers, and drowning men. On the site of the houses, and on every pier, they made stone alcoves with seats for the passengers to rest. These alcoves were roofed with stone, and the roofs, either by accident or design, were paraboloid in shape. It was therefore the property of these alcoves that anything said in one was transmitted across the bridge into the opposite alcove. This peculiarity was well known. I have heard from an old man that he remembers as a boy being placed in one of the alcoves, while his father crossed the bridge and spoke to him by this means without raising his voice. This property was made the means of a murder and robbery. One of the alcoves is now standing in the garden of Guy's Hospital, and their appearance can be seen in the illustration given here.

In 1758 the temporary wooden bridge was entirely destroyed by fire; there was a good deal of suspicion concerning incendiaries, but no arrests were made. A new wooden bridge was hastily constructed.

In July 1759 the new central arch of the bridge was completed. It had a span of 70 feet and a breadth of 40 feet. But while the City was still rejoicing over the convenience of this broad arch, there were rumours of insecurity. Mr. Smeaton, the

THE SOUTHWARK END OF OLD LONDON BRIDGE

From a drawing made at low-water by Edward W. Cooke on November 25, 1831.

engineer and architect, was sent for; he advised, as a measure of security, to buy back the stones of the City gates, which had just then been sold, and to throw them into the water in order to guard the starlings, to raise the bed of the river under the arch, and to restore the head of the current required for the waterworks.

The next sixty years contain a record of continual repairs to the tottering old bridge. The City was loath to let it go. But the traffic was too great for it. In one day of July 1811, 89,640 persons crossed the bridge on foot, 769 wagons, 2924 carts and drays, 1240 coaches, 485 gigs and taxed carts, and 764 horses. It was resolved at last that a new bridge must be built. The necessary Acts were obtained, designs were asked for; that of Mr. John Rennie was accepted. He died in 1821, but the work was carried on by his sons, Sir John and George Rennie.

During the excavations for the foundations of the new bridge many Roman coins and other antiquities were found. There is a good account of these discoveries in *Archæologia*, vol. xxv.

The first pile was driven on March 15, 1824, and the first stone was laid by Lord Mayor John Garratt on June 15, 1825. The bridge, when completed, was opened by William IV. and Queen Adelaide on August 1, 1831.

The removal of the old bridge was not accomplished until 1832, when the bones of the builder, Peter of Colechurch, were found beneath the masonry in the foundation of the chapel. Thus ended the old bridge with the discovery of the bones and dust of its original architect, the Frère Pontife Peter.

The time occupied in building the bridge was seven years five months and thirteen days. Forty lives were lost during the work. The total cost was £2,556,170 : 19 : 11¾, including the cost of removing the old bridge; the cost of the approaches formed the greater part of this amount—they cost no less than £1,840,438 : 7 : 1¾.

And now the "new" London Bridge has been found insufficient for the work demanded of it, and is being widened; while by means of great mechanical ingenuity the flow of the traffic over the existing part is uninterrupted during the continuance of the work.

The other bridges over the Thames have little historical interest. The following notes will be found to give the leading facts in the history, the date, the architecture, etc. Further details as to the construction belong to more technical works.

The river (within our limits) is now spanned by a great many bridges, many of which are crowded all day long by passengers. There are, going westward, the Tower Bridge, London Bridge, Southwark Bridge, Blackfriars Bridge, Waterloo Bridge, Westminster Bridge, Lambeth Bridge, Vauxhall Bridge, Chelsea Bridge, Albert Bridge, Battersea Bridge, Wandsworth Bridge, Putney Bridge, and

Hammersmith Bridge. In addition to these there are the railway bridges and the subway.

Proposals were made for the erection of another bridge—Westminster Bridge—across the Thames in the reigns of Elizabeth, James I., Charles I., Charles II., and George I. The step was always opposed by the City of London, the Watermen's Company, the West Country Bargemen, and others, on the ground that it would injure the navigation of the river, and decrease the means of employment for the watermen.

In 1734, however, the scheme was once more taken in hand. A small body of gentlemen, including the Archbishop of Canterbury, joined in finding the money for preliminary plans and surveys.

In February 1735, they presented a petition to the House of Commons to have a bridge erected at the Horse Ferry, "or at such other place as the House should direct." A Bill was accordingly brought in for the erection of a bridge, and was passed by 104 against 12. The Lords passed it on March 31, 1736. By this Bill the bridge was to be built from New Palace Yard to the opposite shore; there was granted towards it the sum of £625,000, to be raised by a lottery. This method proved a failure, only £43,000 having been raised; a second Act of Parliament was accordingly obtained by which power was granted to raise £700,000. In 1737-1738 £148,750 was raised by lotteries, and by grants, 1741-1749, £132,000 was added to the fund. An unwieldy body of 200 peers and members of Parliament was appointed as a Commission to direct the building. It was resolved to have it of wood on stone piers; this decision was afterwards changed, and the bridge was altogether built of stone. The site finally adopted was that of the present bridge, though the river here was 1223 feet wide, or 300 feet wider than at London Bridge.

On Friday, June 9, 1738, a pile was driven into the middle of the river as a mark where one of the stone piers which were to support the great central arch was to be built. On Monday, January 29, 1739, the first stone was laid by the Earl of Pembroke. The architect was M. Charles Labelye, a Swiss. Labelye had received the sanction of the Commissioners to build a stone bridge of fifteen arches, increasing from 52 feet, exclusive of the small abutments, to 76 feet in the central arch; the piers to be from 12 to 17 feet in breadth; the length of the bridge 1220 feet, the breadth 40 feet. The bridge, after many difficulties caused by the sinking of the piers, was opened on November 17, 1750.

After some years the arches showed signs of giving way, and it was resolved to build a new bridge. It was commenced in 1854, and completed in 1862. The architect was Thomas Page. The bridge is 1160 feet long and 85 feet wide. There are seven low wrought-iron arches. The central arch is 120 feet span, and the side-arches 95 feet. The cost of the new bridge was £250,000.

The bridges up the river require no special comment. Lambeth was opened in

1863. Vauxhall Bridge was built between 1811 and 1816, but is now being superseded by a new structure, as to the design for which there has been much discussion. The traffic, meantime, is carried over a temporary bridge opposite to the National Gallery of British Art. Chelsea and Albert Suspension Bridges are graceful and unusual. The former cost £85,000. Battersea Bridge replaces a predecessor which was built by fifteen subscribers advancing £1500 each. This was a wooden bridge, and stood from 1771 to 1781, a very short time. The new bridge was built on the

THE SOUTHERN END OF WATERLOO BRIDGE, WITH THE SHOT TOWER

From an engraving after a drawing by Clarkson Stanfield, published in 1832.

east side of it. There is a long stretch of water before Wandsworth Bridge is reached.

Having thus cleared the way above Westminster, we will take a short survey of the bridges below it.

Next to Westminster, going down the river, was Hungerford Suspension Bridge, which was constructed by Brunel in 1845, but taken down in 1861 to make way for Charing Cross Railway Bridge, designed by Hawkshaw.

Waterloo Bridge was first called the Strand Bridge, and was built in 1811-1817. The architect was John Rennie. The length is 2456 feet. It is on a level with the Strand. The cost of the bridge itself was £565,000, but with the approaches

and the buildings the total amounted to over £1,000,000. In 1877 the Metropolitan Board of Works bought the bridge for £475,000, and opened it free of toll.

Old Blackfriars Bridge was built in 1760. It was designed by Robert Mylne, and when it was thrown open there was at first a halfpenny toll, which on Sunday became a penny. The toll led to riots, and in the 1780 riot the toll-house was burnt down. The Government therefore bought up the bridge and made it free. In 1833 it required thorough examination and repair, which cost £100,000. In 1860 it was taken down, and a temporary wooden bridge put up. In 1865 the foundation-stone of the new bridge was laid, and in 1869, or more than 100 years after the first one, the new bridge, built after the design of J. Cubitt, C.E., was opened by Queen Victoria. It consists of five iron arches, the centre being 185 feet span.

Blackfriars Bridge is not the place where one would expect a fight with smugglers. Such a fight, however, took place in 1778. Information reached the Excise officers that a gang of smugglers would pass over the bridge into Surrey in the night between twelve and two. Accordingly they obtained a party of twenty-three grenadiers, and sent three of them over the river. They secured the gate on the Surrey side, and stationed the grenadiers on the London side, in ambush, so that the smugglers, when they got over the bridge, found themselves in a trap, with a closed gate before them and a company of soldiers with fixed bayonets behind them. There were thirty-two smugglers with many loaded horses. They determined on fighting their way back again. They formed into two lines with the loaded horses in the rear, and they threw themselves upon the bayonets. It is an amazing story. The smugglers appear to have had no arms, except, perhaps, the cudgels which they always carried. They actually beat down the bayonets, broke through the soldiers, and got clean off except for one man, who was seized. One or two of the horses were wounded. The grenadiers had actually had the folly to turn out without loading their muskets! It looks as if the whole business had been arranged beforehand between the smugglers and the Excise. Why was there no pursuit? Why was there no attempt made to follow the party and force on another engagement?

Southwark Bridge was designed by John Rennie (1815-1819), and is built on three cast-iron arches, the central arch being 240 feet span. The bridge crosses the river at its narrowest point. The cost of it was £800,000. It was bought by the Corporation in 1866 for £218,868.

The latest and the most striking of all the London Bridges is the Tower Bridge. This bridge is designed on the bascule principle, with two arms which, dividing in the middle, can be raised by means of weights to the perpendicular in order to allow of the passage of ships.

For a long time there had been many complaints about the need of more direct communication between the north and the south sides of the river below London Bridge. As early as 1843 some relief had been obtained by the construction of the

Thames Tunnel. This work was begun in the year 1824. The engineer, M. I. Brunel, employed for its construction a cast-iron shield containing thirty-six frames or cells, in each of which a navvy worked, cutting down the earth; behind him bricklayers built up the earth with brick as the shield was pushed forward. In this way 540 feet of the tunnel was successfully bored and arched over, when (May 18, 1827) the river burst through and the water had to be pumped out. Again, when 60 feet more had been accomplished, the water broke in, and six men were drowned. Then for seven years the work was discontinued. When it was resumed, by the help of a Parliamentary loan, it was continued without interruption till its completion in 1841. A year and a half then elapsed before the tunnel was opened for passengers. It had cost £454,000. The width of the tunnel is 35 feet, and the height 20 feet. The thickness of earth between the crown of the arch and the bed of the river is 15 feet. The tunnel is now traversed by a railway line, having a station at each end, namely Wapping and Rotherhithe. The line connects important junctions of Shoreditch and New Cross. A subway was constructed in the year 1871 connecting Southwark and Tower Hill. This narrow and inconvenient way is used by a million passengers every year.

It takes time to create any considerable body of public opinion. Between 1874 and 1885 thirty petitions were presented to the Corporation of London, praying them to undertake a new bridge. Various schemes were brought forward one after another: London Bridge was to be widened; a subway was to be constructed beneath the bridge; a steam-ferry was to be made. Special committees were appointed to consider the various schemes.

The following is a summary of the several designs considered by this committee (see *History of the Tower Bridge*, by Charles Welch, prepared under the direction of the Bridge House Estates Committee):—

1. Low-Level Bridge, designed by Mr. Frederic Barnett, having in the middle a kind of loop or dock, without water-gates, allowing small craft to pass always, the swing only to be opened for large vessels.

2. A Movable or Rolling Bridge to carry vehicles and passengers, proposed by Mr. G. Barclay Bruce, jun. By this arrangement a certain portion of the waterway was always to be left open for vessels.

3. Another bridge similar to London Bridge to be built 100 feet eastward of it, and connected with it at each end, and at intermediate intervals, proposed by Mr. Thomas Chatfield Clarke.

4. Low-Level Bridge, designed by Mr. John P. Drake. This was to be carried on girders, with a swing middle to turn on a pivot.

5. High-Level Bridge, proposed by Mr. Sidenham Duer, with a pair of hydraulic hoists at each end. The hoists were to be carried out on the principle of the Anderton lifts.

6. High-Level Bridge of three spans, submitted by Mr. T. Claxton Fidler. The south approach was to be by means of a spiral ascent.

7. River Railway Line, which Mr. C. T. Guthrie proposed to construct at the bottom of the river, carrying above a framed staging and deck, projecting above the level of high-water. The carriage would be driven by machinery, and move on the submerged lines between two quays.

8. Subway Double Cast-Iron Arch, or "sub-riverian arcade," resting on a concrete bed, proposed by Mr. John Keith.

9. High-Level Bridge, proposed by Mr. Edward Perrett, with hydraulic hoists, the bridge to consist of three spans of 267 feet each, and 80 feet above high-water in centre ; staircases to be provided for foot-passengers.

10. Two Paddle-Wheel Ferry-Boats, suggested by Mr. E. Waller (Thames Steam-Ferry Company), to ply across, each 82 feet by 27 feet between paddle-boxes.

None of the above-mentioned designs was approved by the special committee.

Finally, Mr. Horace Jones laid before the committee the design which was adopted, that of a bascule, or see-saw bridge.

The principal advantages claimed for this design were : Lowness of level, and consequently easy gradients for the land traffic. Economy of construction in the approaches on both banks of the river, the lowness of the level allowing of direct access, and necessitating very slight alterations of the adjoining streets and properties. Occupation of less river space than a swing bridge, which when swung open requires a clear space equal to half the span of the bridge. Less interference with the tideway or navigation of the river, there being only two towers or piers instead of three or four, as in the swing-bridge schemes. Beauty of form : The chief features of the bridge being capable of architectural treatment, it might be rendered the most picturesque bridge on the river. Facility and rapidity of working by the special arrangements of machinery proposed ; for instance, a ship signalled at a quarter of a mile distant, and sailing or steaming at the rate of, say six or seven miles an hour, could pass the bridge, and the land traffic be resumed in three minutes ; or if half a dozen vessels were within half a mile of the bridge, all could pass in five and a half minutes.

The works were begun on April 22, 1886, and on June 21 the memorial stone of the new Tower Bridge was laid by the Prince of Wales on behalf of Queen Victoria.

It is not necessary to describe scientifically the construction of this remarkable bridge. Two towers are built on piers, each of which is 185 feet in length and 70 feet in breadth. The space between the towers is 200 feet clear. The bridge connecting the two towers consists of two arms. Each of these arms is a straight lever of the first kind, turning on a pivot within the tower and balanced by a shorter arm. The arm of 100 feet weighs 424 tons. Its centre of gravity is 48′ from the

pivot. The shorter arm weighs 621 tons. Its centre of gravity is 32.9′ from the pivot. A simple calculation will show that the two arms nearly balance each other, the longer arm being slightly the heavier, but so little that a comparatively slight force of 28 tons applied to the centre of gravity of the shorter arm will make the balance equal. This force is applied by hydraulic power.

Between the towers is a permanent way, 135 feet above the high-water level. Each tower is connected with its own side of the shore by a suspension-bridge. The great bascule can be lifted in a minute and a half. The rapid elevation of these gigantic arms and the passage of a ship through the bridge is one of the most striking sights of London.

On Saturday, June 30, 1894, the bridge was formally opened by the Prince of Wales, eight years after he had laid the foundation-stone. When the ceremony was over the royal party embarked on board a steamer and returned by water to Westminster. It was a pity that not one state barge was left to convey them up the river with something like the former grandeur.

The Thames, with its pageants and its shows, its barges and its boats, has ever formed a part of the life of the Londoner. It is still a part of London; but is it a part of the life of the Londoner? Are his evenings spent on the river? Are his working days softened by his morning and evening row up and down water? No. In these days not only the glory, but even the utility, of the river has departed. Who will give us steamboats—a well-organized and efficient service, a service by which the City man can go from Putney and Chelsea to the stairs at Old Swan as expeditiously as he now goes by bus? Steamboats that will not stop and start again so often that it seems their voyage is made up of stops, as an Irishman might say, but an organized service; swift boats for those who are in a hurry, running straight down the stream from one outlying pier or another to the City; slower boats for those to whom time is no object; or slow boats on a Saturday, when the crowd presumably is out holiday-making, and on the weekday afternoons, when bread-winners and those to whom time is money are at work, while the same boats run swiftly between City and suburbs morning and evening: who will give us these things, so that the river may again be a part of London life?

The river was the safest, the most ordinary means of conveyance, even for long distances. In days when robbers and footpads infested the roads leading out of London; when even the streets in what are now the principal parts were mere rough tracks mended by having logs thrown into the holes; when conveyances were dear and costly and badly hung, so that the occupants suffered from the jolting to an excessive degree—when all these things combined to render a journey by land, even for a short distance, painful and irksome, what could be a more delightful contrast

than the smooth and easy gliding down with the stream or up with the tide over the limpid water of the Thames? Evelyn tells us of a gay pageant on the occasion of Catherine of Braganza's, the consort of Charles II., coming to London from Hampton :—

August 23, 1662.—I was spectator of the most magnificent triumph that ever floated on the Thames, considering the innumerable boats and vessels, dressed and adorned with all imaginable pomp, but above all the thrones, arches, and pageants, and other representations, stately barges of the Lord Mayor and Companies, with various inventions, music and peals of ordnance, both from the vessels and the shore, going to meet and conduct the new Queen from Hampton Court to Whitehall at the first time of her coming to town. . . . His Majesty and the Queen came in an antique-shaped open boat covered with a state or canopy of cloth of gold, made in form of a cupola, supported with high Corinthian pillars, wreathed with flowers, festoons and garlands.

If we, like those in bygone times, take a trip down our glorious river, we shall see no pageants, no gorgeous barges, no decorated boats, none of the wherries that made the waterway so crowded; but if we have imagination we can reconstruct some part of that vanished past.

We may begin by passing Fulham Palace, with the red gable-ends of Laud's wing peeping over the trees. Between the river and the palace are gardens, laid out with flower-beds. These are free to His Majesty King People.

From Fulham many a Bishop has "taken water" at his stairs, and swept down-stream in his barge to oppose his Sovereign on matters of ecclesiastical moment, and thereby to earn for himself in savager days prison and dishonour; or perhaps to carry out his Sovereign's policy and win a precarious royal favour, and not always thereby to avoid also the dishonour and condemnation eventually.

From Putney Bridge starts the University Boat-race year by year, while bridge and shores are lined with thousands of eager spectators. There is a steamboat pier above the bridge, and another below.

Between this and Wandsworth Bridge there is nothing interesting; the lawns of Hurlingham are hidden by a green bank. Up and beyond Battersea Bridge the same barrenness continues until we pass Chelsea Creek. At the bend beyond the creek there is a little bay, and at the back of the bay a small house to which Turner came incognito when tired of the routine of his recognised life. Here, he overlooked that great stretch, the widest of all above London Bridge, two miles in length, and saw the sunsets of carmine and amber duplicated in the water.

Chelsea as it was and is—the difference is vast! No high embankment, but a shingly beach, gardens reaching down toward the water, many stairs, and boats ready for a momentary emergency. That stately house standing back near where Beaufort Street now is belonged to Sir Thomas More in the days of his power, when the favour of Henry's countenance had raised him to opulence. No garden in all that galaxy so fair as this, no man in the stately houses beyond who appreciated more the return to his fair domain in the cool of the evening than Sir Thomas.

All day long he hears cases in a crowded court, in the evening he sweeps back up the water enjoying the refreshing breeze, and in the after-time he walks on his smooth, green lawns with his arm around the neck of his daughter Meg. Hark! a shout! The King comes! And the royal barge, resplendent in glowing colour, and propelled by arms of trained muscle, draws up at the stairs, and the monarch himself, cheery, gay, seemingly the least dangerous of any monarch that ever sat upon the English throne, springs ashore with a word of greeting. Yet not many days after Sir Thomas's barge takes him down to Lambeth, and thence to the Tower, to return no more. Up and down they go, these barges carrying many a man to Court at Whitehall or Westminster, and thence still farther down to the dread Tower—which things are an allegory.

Opposite to Chelsea is Battersea Park, a paradise for children. Chelsea has three steamboat piers, one near each of the bridges, and Battersea has one; but these piers, alas, are deserted and useless now.

The next strip, dreary with waterworks and railways, and such ugly accompaniments to civilisation, may be hurried over. Neither for past nor present has it any claim upon our notice.

Vauxhall Bridge is being rebuilt, and a temporary bridge eastward supplies its place. This crosses opposite to the National Gallery of British Art, on the site of the huge Millbank Penitentiary.

Horseferry Road runs down to Lambeth Bridge. It was at Westminster that the river was fordable in early days. Remember that at first there was no bridge at all across the water, no bridge at London, no means of getting across except by boat or on foot, and then the importance of the ford at Westminster will be realised. The pilgrims, the traders, the travellers—all came down by the great northern road we now call Edgware Road; they followed roughly the line of the present Park Lane; then they plunged into the morasses surrounding Thorney Island. Brave men these, animated by one fixed idea, to get their work or their mission done at all costs! They had crossed many perilous places in their long journey already made: what mattered one place more? After extricating themselves from Thorney, there was still the river to negotiate; and they had to wait there until the tide was favourable. There were inns on the bank at a later time—so much we know—and probably some inn accommodation even in those very early days. What place more likely to be profitable for an inn than here, where these wet and weary men must wait? When at length the pilgrim or the trader did plunge into the water, it was in no case low, say as high as his shoulders, with a current that might sweep him down.

Later on, when London Bridge was built, the pilgrims and the packmen who feared a wetting went that way, but there were still many who came straight down to Westminster. A bridge was convenient, no doubt, but to the traveller of the

fourth century it must have seemed a luxury of degenerate days; he was accustomed to a ford.

Then later still came the Horse Ferry, granted by patent to the Archbishop of Canterbury; even a coach and six horses could be taken across by the ferry, which lasted until 1750, when the bridge at Westminster was built. No other horse ferry was allowed at London, and His Grace the Archbishop must have drawn a princely revenue from this source alone; when the ferry was suppressed, compensation was granted to the see. It was by this ferry that King James made his hurried exit from a capital that would have none of him. The Queen went first, followed two nights later by the King.

> Attended by Sir Edward Hales, who was waiting for him, he descended the backstairs, and, crossing the Privy Gardens as the Queen had done before him two nights before, proceeded to the Horse Ferry, and crossed the Thames in a little boat with a single pair of oars to Vauxhall. He threw the Great Seal into the river by the way; but it was afterwards recovered in a net cast at random by some fishermen (Walcott).

It was then December, and the cold wintry night gave a cold wintry farewell to the least loved of all the English Sovereigns.

Lambeth Palace is described in another place, but the memories of some of the great occupants are wafted to us as we pass.

The ground whereon the Houses of Parliament stand is classic, and the great hall of Rufus witnesses to the mighty palace—"The King's House"—a congeries of buildings that housed our royal line up to the time of Henry VIII. In this also an allegory may be read: where the King's palace stood, King People's voice is heard through his representatives.

From Westminster to the Tower or the Fleet Prison how many have come and gone!—come up against the current full of hope, returned with no hope. Sir Thomas More was brought thus far, and came out of Westminster with the blade of the axe turned toward him, to enter his barge and drop down to his prison and death. The ghosts are endless. Many of those whose names are identified with the Tower were brought up to be tried at Westminster, and mostly by water; the Strand was miry and difficult. This strip of water has seen more sorrow than any other in the river. Those whose eyes were "glad because of the light" have come up to Westminster, but in going down the sunlight has darkened, the shores have seemed gloomy, and the last bit of landscape they were ever to look upon has lost all beauty. Among them were numbered Sir Walter Raleigh, in whose case the usual process was reversed, he being brought to Westminster, there to be beheaded; Protector Somerset; Guy Fawkes; the Earl of Strafford; Algernon Sidney; the Earl of Derwentwater; Lords Kilmarnock, Balmerino, and Lovat—names familiar to every child.

But we can hardly realise how the river-side looked in olden times: it has changed, and changed, and changed. Most interesting of all, perhaps, was the

time when the great Palace of Whitehall, the palace which Henry VIII. took from the See of York, stood adjoining the river, on ground now covered by many buildings, among which the walls of Scotland Yard rise conspicuously. After Whitehall came Northumberland House, stretching over the ground now occupied by Northumberland Avenue. The south side of the river meantime boasts nothing but wharves, tall chimneys, dull warehouses, an unsightly and uninteresting medley, which lasts from here right on to Blackfriars. About the south side we need say nothing.

Against the bridge—Charing Cross Bridge, a hideous structure, with columns suggesting an attack of elephantiasis—on this the upper side, are the works connected with the tunnelling operations for the new Baker Street and Waterloo Electric Railway. On the river itself here and elsewhere are barges, different altogether from those other barges of a former time, objects utilitarian, yet not without some colour and movement to add to the scene. In former days the nobles used barges; in our times they are the homes of the very poor, a race apart. There are barges with short red-brown sails going slowly down with the flow, and yielding to a tendency to turn broadside to the current, which is combated with difficulty by the bargee. There are barges in strings drawn by lead-coloured puffing steam-tugs, with their green sides barely above the water, laden with black coal or clean, sweet-smelling piles of wood or hay, having touches of colour in the yellow hay and in the red-brown sails that a Londoner knows, and would miss.

Between Charing Cross and Waterloo Bridges there is but a short distance. On the water's edge rises Cleopatra's Needle, safe at length after its many vicissitudes, including a sojourn in the mud under water. The wall of the Embankment hides from us the famous old water-gate formerly belonging to York House, one of the palaces that lined the Strand. The water, then unrestrained, flowed right up to this, over the ground now used as a public garden, decorated with a band-stand and seats. At the time that the Bill for the Embankment was proposed, it met with violent opposition from the Lord Mayor as Conservator of the river. He considered that if the water were withdrawn from the land so much was withdrawn from his jurisdiction, in which view he was undoubtedly right, though whether such withdrawal were a loss or gain is quite another question. The Bill passed; the Adelphi was built on part of the reclaimed land by the brothers Adam, and this gave rise to the verse—

> "Four Scotchmen by the name of Adam,
> Who keep their coaches and their madam,"
> Quoth John in sulky mood to Thomas,
> "Have stole our very river from us."

On the Adelphi site was once the town house of the Prince-Bishops of Durham. The towering Hotel Cecil stands on the site of Salisbury House, built in the time of

James I. A print of the date 1630 shows us this part of the river-bank. Durham House, a veritable fortress, with narrow windows and battlemented parapet, is right on the water's edge. Salisbury House, with four corner towers resembling those of the White Tower, stands back, farther back than Worcester House, its next neighbour, a dull, neat building. Between these two and the water are thick trees, probably the artist's addition, and a high wall, with doorways to the water-stairs. Next came the precinct of Savoy—a mighty pile, standing where now the Savoy Hotel stands.

Beyond Waterloo Bridge we may admire the sweep of the river, which seems designed to set off to the utmost advantage the views both backward and forward. Behind rise the towers of Westminster, in front the dome of St. Paul's. The curving line of the Embankment, fringed with the delicate green of the young planes, is in itself beautiful, and when to it are added the outlines of the towering buildings standing back from the water, and softened by distance, there is a scene to be remembered. The long, severe frontage of Somerset House and King's College combined are close beyond the bridge. This, of course, is not the same as that Somerset Palace built for the proud Protector whose last journey we have already followed, and where subsequently Queen Henrietta Maria and her French Court found a refuge; yet it is a goodly building about 120 years old.

Beyond Somerset House was Arundel House, one of the finest of all the old houses. Then comes the Temple, with its centuries of history. Its gardens in summer almost hide the older buildings. After the Temple we are in the Liberties of the City, always remembering that while upon the water we are strictly subject to the jurisdiction of the Lord Mayor, and in speaking of the Liberties of the City the land northward of the river is alone referred to. The wall of the City originally crossed Ludgate Hill at the gate, and ran down nearly in a straight line to the river. The Castle or Tower of Montfichet was in the middle of this piece of wall, and Baynard's Castle was at the south end of it.

Where is now Bridge Street was formerly the Fleet River, and on its western bank was Bridewell Palace, a palace where the Norman kings held Court. After Blackfriars Bridge, running behind the line of wharves and warehouses, begins Thames Street, Upper and Lower, once one of the principal thoroughfares in London, a London that knew nothing of what is now called the "West End."

Thames Street has been so fully described in the volume on *The City* that it is unnecessary to do more than refer to it here. Off the wharves of Thames Street lay the shops of all the nations of Western Europe. In the narrow lanes leading down to the stairs between the quays lived the seafaring folk and those who worked for them, and those who worked for the merchants.

Passing Puddle Docks and Queenhithe we come to Old Swan Stairs, with its pier. The race for Doggett's Coat and Badge is rowed between the Old Swan and the White Swan at Chelsea.

For London Bridge see pp. 329-341. The Fishmongers' Hall rises squarely beside it, and not far off is the Monument. St. Magnus's white steeple makes a good foreground. The Custom-House itself, with its magnificent frontage and fine quay, cannot be overlooked.

So far, between Blackfriars and London Bridge we have regarded only the northern side of the river. Let us now turn to the other side. In that most beautiful map of London—call it rather picture of London—by Vischer (A.D. 1616), published by the London Topographical Society, we have a faithful representation of river-side London of that date. The north side we have considered already in detail; it need not delay us. But the view includes also a representation of that part of Southwark which belongs to the river-bank. Thus, we see the low and mean houses with their little gardens and trees on the east side of the High Street. Here is St. Olave's Church. It has a tower and a chancel, but is without aisles. Here we get a glimpse of the High Street. Every house has its sign; two which have a "prentice" are apparently shops. One is a tavern; two men are sitting on a bench outside. In the street there are stalls, and people buying and selling. There is a coach of curious construction, open at the back. Ships are moored off the bank below the bridge. There is a child driving a hoop, there is a man with a wheelbarrow, there is a drover with cattle. The bridge itself, with its piers and its starlings, and the houses upon it, is a most beautiful and picturesque group of buildings.

St. Mary Overies—why have we changed the name?—stands up magnificently in the foreground; no Lady Chapel is apparent. The old dock is represented at the west end of the church. There are no signs of any monastic buildings. Winchester House is on the west side of the dock, the Hall facing the narrow lane now called Clink Street, on the north, and the quadrangle of the House on the south. You may visit the place and fancy that you are still standing in the old quadrangle. Farther west still there are gardens, trees, ponds, ditches, a row of houses facing the river; here were the notorious "stews" and three theatres—the Globe, the Bear-Garden, and the Swan. All three are built after the same manner. The part running along the shore on either side of Southwark Bridge was then, as now, called Bankside; it was notorious for its plays and entertainments; a detailed account has been given in the chapter on Southwark.

Let us continue our voyage down-stream. On the north side we have now reached the Tower, that venerable and ancient Tower once the chief stronghold and centre of London, now regarded as a show for children. To tell the history of the Tower would be to tell the history of England. It consisted at first of nothing but the White Tower, a stronghold of Rufus; as palace, prison, fortress, it existed for generations. Its walls are scarred with the sorrows of its captives; its stone floors have been moistened with their tears.

Below the Tower Bridge we are in the Pool of London—the Upper Pool,

immortalised by Vicat Cole in his magnificent picture. Here there is always something going on—ships loading or unloading, cranes swinging, men hurrying to and fro, life, movement, and bustle; always something being done, and always some one to watch it. Where does that crowd of idlers hanging over the bridge parapet come from? They are not fashionably dressed people, clearly people who have to work for a living, yet time is theirs to an unlimited extent: go there any day, any hour, you will find them watching unceasingly.

The Pool of London—who could describe it as it is to-day without writing a book on the subject? There is so much to see, there are such numbers of vessels that to do justice to the scene would be impossible. Yet for those who know the Pool a few words will suffice to recall the amazing bustle which is always, at all times, to be witnessed here. A row of bonded warehouses rises straight and sheer from the water's edge. Lighters with tea lie alongside, locked with the Customs padlock; down below flits a boat with men in uniform, the City Police, dipping in and out, inquisitive, inquiring, always on the alert. Tapioca, potatoes, and sugar are being swung up on immense cranes, the potatoes chiefly from Germany. Ships there are of all sizes and shapes, mostly running between eight and twelve hundred tons—hideous things made of iron, black and dismal—from Hamburg, from Hull, from Holland, from Newcastle, from any other port you may mention. There, out in the middle of the river, is a dredger working slowly up against the flowing tide with a hideous grinding noise; beyond it are two brilliantly-painted green and red boats, squat, ugly, with great wooden flaps or lee-boards on their sides—they are Dutch eel-boats, and curiously reminiscent in build of the men who own them. They are allowed to lie in the river free from dues if they always keep the same place—an ancient custom. Here are ships lying stranded, waiting for the tide, the tide that rises 15 feet—to carry them off. Here is one unloading piles of rough yellow cardboard into a barge. A little steamer carrying barrels and bales plies up and down to serve the small retail shops of the river-side. On the other side there is a curious arrangement of cranes, a new invention by which the long arms, worked by hydraulic pressure, can reach right out over the water to the farther ships.

Where are now wharves and warehouses, grimy bricks, and unlovely walls, once stood the hospital of St. Katherine, the fairest of all the quiet retreats in London, the retreat of the East End, founded by a Queen, Matilda, wife of King Stephen, and personally owned by many Queens in succession.

Farther than this we need not go, as the districts of Wapping, Isle of Dogs, etc., are fully treated elsewhere. From the river there is no feature of interest to note.

In the year 1197 Richard I. granted a charter (for which the City paid him 1500 marks) authorising or ordering the removal of the weirs from the river Thames. After this charter the City took over the case of the river, both as a canal or means of communication and as a fishery. We have almost forgotten, seeing nothing to

remind us of it, that the Thames fishery was once a most important branch of industry—much more important than it would be now, even if the restoration were once more possible, on account of the fast-days of the Church. These included, as we know, the whole of Lent, every Friday, and many other days. They were not fast-days by choice, but by compulsion: the butchers' stalls were closed; no meat was permitted to be sold on those days; the only food was fish, fresh and dried. The Thames fishery has become extinct only within the last hundred years. The fish have been driven away, first by the enormous increase of the sewage poured into the stream, and secondly by the ceaseless churning of its poisoned waters by paddle-wheels and screws. We have seen what Maitland wrote about the fishery (p. 323). He complains of the use of small nets, the illegal setting of weirs, and other practices tending to destroy the small fish and the fry. These things were frequently complained of, and punished when they were discovered. In the year 1320 Master John le Fishemongere and others produced before the Mayor and Aldermen sixteen nets, called "kidels," taken in the Thames. It was proved that the said "kidels" were nets of such narrow measurement that they destroyed the small fish and the salmon fry. They were burnt, and their owners were warned. In the year 1338 it was again enacted that no man should fish in the Thames with any nets but those of the size ordered at the Guildhall. In the year 1405, Sir John Woodcock, Mayor, caused the destruction of a great number of weirs which had been put up between Staines and the river Medway. In the year 1584 Sir Thomas Pulliston prescribed the proper time for taking all sorts of fish, and the measurements of the nets; he also inhibited the people from fishing in certain places. These laws and regulations were again published in 1630, 1673, and 1741.

The ordinances concerning fishery in 1343 are too interesting to omit, and are therefore inserted in this place:—

These been the ordinances assised and ordeigned of the fisshynge of Thamyse betwene the brigge of London and Yenled on that one side and the were abouen Stanes brigge on that other side that is to weten that all the nettes shal be of largenesse of two ynches thurghout as wele Peters as all other fisshers to fisshe thurghout the yeere. Out taken that they mowe fisshe with streyte nettes for smelt betwene the day of Candelmasse and the day of oure lady in lente and no forther upon peyne of forfeture of his nettes and his gynnes atte the first trespas and atte the seconde trespas his body to prisoun. Also that no samon be taken betwene the Nativitee of oure lady and the day of Seynt Martyn and also none engendrure of samon eny tyme of the yeere. Also that none lamprons ne lampreys be taken betwene the half month of April and August. No none dace betwene the xv dayes tofore oure lady day in lenten and xv dayes after. No none Roches betwene the xv dayes tofore the day of Seynt Mark and xv days after. Also that all the weeres be of largenesse of two ynches accordyng to the nettes abouen seid. Also that no keper be taken in no tyme of the yeere. And that all the ordinaunces and the statutes shal be holden upon peyne to brenne alle the nettes and alle the gynnes atte the first trespas and atte the seconde trespas the body to prisoun and to lose alle his gynnes. This is the ordynaunce that the gode folk and fisshers have ordeigned as the statute will. That is to wyten hit is entred in the book of A lef iiij^{xx} xj.

The grete nettes that taken smelt toward the Est from the brigge of London shal begynne atte Candelmasse and fisshe to the feste of oure lady in lentyn with her bosom and after they shull leve out

her bosom to the tyme that Candelmasse come ayein. Also ther is another maner of grete nettes toward the West from the brigge that shall go thurgh out the yeere large of two ynches and no streiter upon peyne of forfeture of her nettes and her gynnes and her bodyes to prison as the statute will. The mark of two ynches.

Also ther is another maner nette that is cleped Petersnette of two ynches and no streyter and hit shall go all the yeer but in seson that men taken smelt. Also ther is another maner nette that men call Pridenette which shal begynne eight dayes to fore the feste of Seint Michel and go to the feste of Seint Martyn and no longer. Also ther is another maner of nettes that is cleped Treinkys of the largenesse of two ynches and ynche and an half large and no lasse [and tho shal begynne fro Seint James tyde and so forth un to oure lady day in lente as the seson asketh].

And that no man take lamprons after Estre to hit be ayains Michelmasse that here sesoun come. Also there is another maner Gors ꝑt been nought profitable for they been to streyte in destruccion of the watyr. Also ther is another manere of nettes whiche been defended that is to wyte Shotnette Shofnette and kydelles. Also hit is entred in the book of H the leef cxxix that no fissher drawe his nette ayeins eny wherf on this half the brigge of London upon peyne of forfeture of his nette. Also ꝑt alle the kydelles whiche been in Tamyse where so they been in Thamyse that they be away put and never fro hens fortward bee put in Thamyse upon the forfeture of £10 of sterlinges (Calendar of Letter-Books: A, pp. 186-188).

However, the fishermen on the Thames—called trinkermen, tynkermen, hebbermen, petermen, and trawlmen—still gave continual trouble through their desire to sacrifice the welfare of the fishery—that is to say, the provision for the morrow to the greed of the day. With this object, they are constantly trying to fish with nets of close mesh, by means of which they took out an enormous quantity of fry and small fish. They put up "stops and hatches," weirs, stakes, and piles, in order to intercept and catch, not only the fish, which they were legally entitled to catch, but also the small fish and fry. It was reckoned about the year 1675 that 4 bushels of such small fish were every day taken out of the river by means of these nets and piles. The Lord Mayor, therefore, as Official Conservator of the Thames and the Medway, appointed a Water-Bailiff, whose duty it was to visit all parts of the river within the Mayor's jurisdiction and put an end to these practices. In one year, for instance, this officer brought up to the Guildhall seventy-nine stakes, which he had pulled out of the river.

Through which Restraint of Robbery, and application of continual Providence, our river of Thames, the Honour and Beauty of this whole Island, is become again most rich and plentiful, yielding daily out of her bountiful Bosom great store of Fish of all kinds, and at much more reasonable rates than in many years past hath been seen: as our weekly Markets in this honourable City can better testify than I report; a Matter highly to be commended, and, no doubt, but will be as heedfully continued.

The rights of the Mayor and Corporation over the river were learnedly set forth in the year 1616 at a session for the conservancy of the Thames held before the Lord Mayor at Gravesend by the Common Serjeant. These rights he justified (1) in point of right and (2) in point of usage. Under various headings he enumerated the various cases and occasions on which the rights of the City have been defended and allowed. The right of prescription was proved by a case under Henry III., and another under Richard II. Charters were granted by Richard I.,

John, Henry III., Edward III., and Richard II. Acts of Parliament were passed under William II., Richard II., Henry VII., and Elizabeth. By inquisition, decrees, letters patent, proclamation, report, *quo warranto*, ancient ordinances, punishment of offenders, writs and precepts, accounts, commissions, and continual claim, these rights were constantly asserted and as constantly allowed.

The jurisdiction of the City over the river begins at Staines Bridge, and continues as far east as a place called Yendal or Yenfleet. Over this long stretch of water the Mayor has authority to regulate the fishing, the banks, the weirs, the mills, the floodgates, and everything connected with the river. The Mayor has also authority on the Medway. The continual repetition of the orders concerning the meshes of fishing-nets, the putting up of weirs, etc., proves, first, the care and attention bestowed upon the preservation of the river and its fisheries, and, next, the absence of a river-police able to watch the river continually and to enforce the laws. Despite the fact that the river and its affluents were practically the common sewers of the City—the Walbrook, for instance, was covered with latrines, rented at so much a year, so was the Fleet, while the river-bank through the City was lined with them—the water was for many centuries drunk by the people, and breweries were planted along the bank, which was four times in the day scoured and washed by the flow and by the ebb.

The duties of the Mayor's assistant or deputy, the Water-Bailiff, included a search for and bringing up for punishment offenders against the laws of the river. As for the regulations for the preservation of the fish and the good order of the river, they were, briefly, to the effect that no one should build out wharves, banks, houses, or any encroachments upon the channel of the river; that filth or rubbish was not to be thrown into the river; that butchers' offal was to be placed in barges and taken down the river below the City, there to be cast in; that fish under a certain size were to be thrown back; that there should be close times, during which fishing was to be forbidden; that there should be certain places, water-friths, where fishing should be always prohibited; and that certain kinds of bait should not be allowed.

Recall once more the aspect of the river in the thirteenth and fourteenth centuries. There was as yet but one bridge; yet the ferries from Dowgate Dock to St. Mary Overies, from Tower Hill to St. Olave's, and at Westminster, still conveyed passengers backwards and forwards. Those who had houses by the river-side had their own boats and barges. Those who had business at Westminster went thither by boat. Beyond Westminster, where there were no plying boats, the fishermen were chiefly engaged about their business—some with nets and some with rods. We have already spoken of the kind of fish that their baskets would contain. When the day's work was over, they rowed to Billingsgate and discharged their cargo. These were all registered fishermen. Once every year, upon St. Paul's Day, they

had to appear before the Water-Bailiff in the chapel of the Guildhall, there to enter their names in his book, and there to hear once more the regulations of their trade.

We have already noted the fact that the fast-days that the Church imposed upon the people made a great demand for fish, and if we consider that these fast-days amounted in number to one-fourth of the whole days in the year, it is easy to understand that fishmongers must always have been an important and prosperous community. So prosperous were they that charges were continually brought against them of selling their fish at too high a price and forestalling the market; and laws and ordinances were continually being made and renewed against them.

There were at one time—whether at the outset or not one does not know—two Companies: the Stock Fishmongers and the Fresh Fishmongers. I am inclined to think that there must have been originally one Company only, which split into two, to be reunited again later on. Stow finds that the Fishmongers in the reign of Edward I. were fined 500 marks, and that in the reign of the same King they made a great pageant in the City with more than 1000 horsemen.

Their earliest extant charter is dated July 10, 37 Edward III., in which he confirms the grants immemorially made to them by his progenitors, of choosing persons from among themselves to govern them. Confirmations were afterwards granted by Richard II., by Henry V., and by Henry VI. The last-named united the Stock Fishmongers with the other branches, and incorporated the whole under the general name of the "Fishmongers of London." They were again separated by Henry VII., and again united by Henry VIII., 1535. When they were two Companies they had six halls, namely, one for each Company in Thames Street, Old Fish Street, and Fish Street Hill. When they were finally united, their hall was a house given to them by Sir John Cornwall, in the parish of St. Michael, Crooked Lane.

The pageant mentioned by Stow is not the only one furnished by the Fishmongers Company. "On the Sunday after Candlemas in the year 1313, the fishmongers of London were costumed very richly, and they caused a boat to be fitted out in the guise of a great ship, with all manner of tackle that belongs to a ship: and it sailed through Chepe so far as Westminster, where the fishmongers came, well mounted, and presented the same ship to the Queen." And on the same day the Queen took her route for Canterbury, on pilgrimage thither, whereupon the fishmongers, all those costumed, escorted her through the City.

As regards regulations, we find, in 1345, complaints of the crowding of the street between "Stokkes" and the conduit in Chepe. It was ordered that the poulterers should sell their poultry within their own houses, and not on the King's highway, and that the butchers on flesh days, and the fishmongers on fish days, should sell their goods in the enclosure called the Stocks. It was also enacted that on fish days the butchers should sell their meat in the penthouses adjoining. This

ordinance upsets one's ideas. Perhaps the reason was that the butchers' shops were only open to those persons who, being sick, were allowed a dispensation.

The rates of sale were sometimes fixed by the Mayor. Thus, on one occasion one Thomas Welford began to sell his salted herrings at the price of five a penny. The Mayor, hearing of this, remonstrated with the said Thomas Welford, who reluctantly agreed to sell them at the price of six a penny, declaring that he was losing money at that price. It was, however, learned that Thomas Welford was at the very time selling to a stranger herrings at 120 to a 100, and at the rate of ten herrings for a penny—that is to say, twelve herrings for a penny. "This," said the Mayor, "is impudence. He shall sell them at nine a penny," which was done.

Sometimes a general tariff of charges was issued. Thus, in 1274 there was issued a special list of prices at which fish of all kinds were to be sold. The figures convey little meaning to us, and may be omitted. The point of interest is that the Mayor thought he could rule prices apart from supply and demand. And one hundred and fifty years later, to note no other instance, it was ordered that oysters and mussels should be sold at fourpence the bushel; twopence the half-bushel; a penny the peck; and a halfpenny the half-peck. It was also ordered that for the greater "easement" of the people, the whiting taken in the Thames should be sold wholesale at the quay where the ship is moored, and then carried to Fish Street for sale by retail. There were previously two principal retail markets for fish, viz. Old Fish Street and Old Fish Street Hill, both of which have now disappeared. The quay at which the ships discharged their cargo of fish was at Queenhithe; the other market was at Fish Street Hill beside the Monument. Of Old Fish Street, Stow thus speaks:—

> In this part of the said Knightriders street is a fish market kept, and therefore called Old Fish Street for a difference from New Fish Street.

The Old Fish Street Market was a "Middle Row" like Butcher Street, Strand, or the Middle Row, Holborn. Herbert points out that when we consider the shops of the bakers in Bread Street; of the moneyers in Old Change; of the additional fishmongers in Friday Street, coming in close to the goldsmiths and mercers of West Chepe, there must have been an open market almost over all this area. Not for long, however; we learn from Stow how the market got built up with houses when at first there were nothing but sheds. The second market, New Fish Street, was, before a market was opened there, called Bridge Street. The Stocks Market, on which the Mansion House now stands, was another fish-market. There were others, but these were the most important.

The fishmongers lived, as a rule, near and about their quays and markets, and chiefly in the neighbourhood of Thames Street. The burials of fishmongers are frequent in the register of St. Magnus; St. Botolph of Billingsgate; St. Mary at

Hill; St. George, Botolph Lane; St. Michael, Crooked Lane. To St. Botolph's belong John Rainwell, or Reynewell, Mayor, and a great benefactor, and Sir Stephen Foster, with his wife Agnes, who built Ludgate, 1454; to St. Mary at Hill, Sir Nicholas Exton, spokesman for the fishmongers in time of Richard II.; to St. Michael, Crooked Lane, Lovekyn and Walworth, very distinguished citizens —besides, in any one of these churches, many others may be found.

It was thought necessary to pass one ordinance after another for the regulation of the trade in fish: one can well understand that a corporation which had the entire management of so important a branch of trade began to charge any price it pleased, subject only to the power of the people to pay it.

The most serious trouble that fell upon the fishmongers was in the year 1381, the fourth of Richard II. It was during the mayoralty of one John of Northampton, a zealous and over-busy reformer. He began his year of office by invading the functions of the Bishop, in whose hand lay all questions connected with morals, and he declared that the ecclesiastics, and especially the friars, made no attempt to discourage immorality, but, on the other hand, were more immoral than any of the people: he arrested unfortunate women, whom he made to walk through the streets with shaven heads, preceded by pipes and trumpets, and refused to desist when the Bishop ordered him. He then obtained an Act of Parliament which ordered that no victualler should exercise any judicial office in any city, except when no other person was found fit for the office, in which case the victualler was to abandon his work and shop for the time. Further, he obtained another Act of Parliament by which the trade of fish-selling was thrown open to all who were at amity with the King; and he declared that the fishmonger's was not a craft or mystery at all. When these Bills were produced in Parliament, the fishmongers were present as well as the Mayor and Aldermen, and there was a fierce dispute, during which one of the disputants, a mercer, accused the fishmongers of having introduced the rebels under Wat Tyler into the City, a charge which proves a sufficient amount of animus. Next year, however, when Nicholas Brembre became Mayor, and John of Northampton was banished to the Castle of Tintagel for life, the fishmongers got their privileges back again, and once more became a great and wealthy corporation.

CHAPTER XXX

THE RIVER EFFRA

After leaving Knight's Hill and crossing the fields, where Norwood Cemetery is now, to the Dulwich Fields and along Croxted Lane, the river Effra coursed along the east bank of Norwood Lane to the south-east corner of Half Moon Lane. Here

THE OLD EFFRA MILK-HOUSE.

a tributary from the east through the Springville estate met it. From Half Moon corner it flowed under the road westward where Herne Hill Station stands, along the east bank of Dulwich Road to the bend where Effra Parade stands. At that point another stream from the south-west, from Tulse Hill, ran to Lower Tulse Hill at the roadway to Arlingford Road, then northerly on the east side of the road to the

north-east corner of Water Lane and Effra Road, then east and joined the main stream, which ran in a gentle curve north-west following the line of Dalbery Road, then turning slightly north-east it crossed Cold Harbour Lane and bisected the triangle of Canterbury, Cold Harbour, and Brixton Roads where Brixton Station stands. Crossing the Canterbury Road at Canterbury Yard, by the public-house, to the north side, it turned sharply west into Brixton Road, exactly opposite Stockwell Road. Then down Brixton Road on the east side to Loughborough Road the stream was open. It was covered for a short space at the Old White Horse Inn, and was open again with small bridges crossing it to each house to Vassall Road, where it was again covered to Cranmer Road. Again open and still following the east side of the Brixton Road, it made a sharp turn north-west, where, directly behind St. Mark's Church, it went under the road, and following the south boundary of the churchyard continued under Clapham Road to Hanover Grove. Here it was known as Vauxhall Creek and followed the southern curve of the Oval to the back of the Baths to a point some 300 feet south of Harleyford Road (at Durham Road), where it met the Creek from the Waterworks which stood to the north-east between Pilgrim and Vauxhall Streets where the present gasholders stand. The Creek then followed the line of Lawn Lane due west where the laundries now stand on the north side of Vauxhall Park, supplying the moat or ditch of "The Lawn," a mansion which occupied the site of Vauxhall Park. At the north-east corner of Lawn Lane and South Lambeth Road it turned abruptly north on the east side of the road (this space is still open and railed in) to the Vauxhall Turnpike Gate, where the street fire station now stands; there it turned suddenly westward and into the Thames, where its mouth is still to be seen on the Gas Company's premises.

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